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American Railroad Journal.

New York, Saturday, November 5, 1864.

Wealth and Resources of Ohio.

This is one of the great States of the West which settled by persons from New England, first at Marietta in 1788, and subsequently becoming a territory, come into the Union in 1802. Having no claims to inherent sovereignty, no reserved rights to quarrel about, no metaphysical and hair spliting statesmen to embroil it with the other states about abstractions and obsolete theories, it has gone on steadily in its career, with a rapidity unknown to any single one of the original thirteen colonies.

In 1790 its population was.....	3,000
" 1800 "	45,365
" 1810 "	250,760
" 1820 "	581,434
" 1830 "	937,903
" 1840 "	1,519,468
" 1850 "	1,980,329
" 1860 "	2,337,511
" 1864 estimated.....	2,800,000

Its area is 39,964 square miles or 25,576,960 acres. It is divided into 88 counties, the local administration of which is in perfect order and harmony. It contains 12 principal cities and towns, of which the beautiful one of Cincinnati contained in 1860, 161,044 inhabitants and probably 200,000 now. Cleveland another fine city with a most commanding picturesque and commercial site on Lake Erie, contains about 50,000 inhabitants, while the others vary from 6,000 to 25,000.

Its improved farm land amounts to 12,665,587 acres, and the unimproved to 8,075,551. The value of these farms in 1860 was $666,564,171, and of the implements of husbandry used in their cultivation $16,790,296.

The live stock returns were as follows: Horses 622,829, asses and mules 6,917, milch cows 696,399, working oxen 61,760, other cattle 901,781, sheep 3,063,887, swine 2,175,623.

The products of animals were as follows: Butter 50,495,745 lbs, cheese 23,758,738 lbs., wool 10,648,161 lbs.; of slaughtered animals the value was $14,298,972 and of wax and honey 1,441,707 lbs.

The cereal crops were, of wheat 14,532,570, bushels, rye 656,146, Indian corn 70,637,140, oats 15,479,133, barley 1,601,082, buckwheat 2,327,005.

The commercial crops were as follows: Tobacco 25,528,972 lbs., hops 22,344 lbs., flax about 440,000 lbs.

The miscellaneous crops were:

Peas and beans, bushels.....	105,219
Irish potatoes "	8,752,873
Sweet " "	297,908
Wine, gallons.....	562,640
Hay, tons.....	1,602,513
Clover seed, bushels.....	216,545
Grass seed "	53,475
Flax seed "	250,768
Maple sugar, lbs.....	3,323,942
Maple molasses, gallons.....	392,932
Sorghum do. "	707,416
Silk cocoons, lbs.....	2,166

The value of the orchard products was $695,921 in 1850, and $1,858,673 in 1860, of market gardens same year $864,313, and of home made manufactures $600,081.

The number of the manufacturing establishments in Ohio was returned at 10,700 with a capital of $58,000,000, using raw material of the value of $70,000,000, employing 71,000 operating and producing fabrics of the value of $125,000,000 annually.

The specific values of the principal articles of production were as follows:

Flour and meal.....	$27,129,405
Clothing.....	8,615,329
Lumber.....	5,600,045
Steam engines and machinery.....	4,855,005
Spirits (15,160,975 gallons).....	4,197,429
Furniture.....	3,703,605
Boots and shoes.....	3,623,827
Leather.....	2,799,239
Agricultural implements.....	2,690,943
Soap and candles	2,418,972
Coal (1,133,596 tons.).....	1,539,713
Salt (1,744,240 bushels).....	276,879
Iron pig (94,647 tons)	2,327,261
Iron rolled (10,493 tons).....	692,000
Iron castings.....	1,650,323
Printing book	673,800
" job.....	632,606
" newspaper.....	844,377
Malt liquors (402,085 bbls).....	1,912,419
Cotton goods	629,500
Woollen goods.....	692,333
Gas	491,748
Sewing machines.....	178,785

The number of cotton spindles is 15,000, and of looms 400, and the cotton used was 1,815,000 lbs.

The number of woollen spindles was 5,897 and 96 looms, and the wool used was 1,054,540 lbs.

The value of foreign and domestic imports was $544,394. The foreign tonnage entering her lake ports was 25,246 tons, and American 26,671. The total tonnage owned in the State, sails and steam was 131,155 tons.

Five schooners, three sloops and 32 steamers were built there in 1860.

The number of banks in 1860 was 55, since increased under the National Bank law. The total capital was $21,053,456.

The railways in 1850 were only 575 miles in extent, and in 1860 they were 3,000 miles. These cost $111,896,351 being 34 in number exclusive of the branches.

The State Canals are 6 in number exclusive of branches and feeders, and are 821 miles in length constructed at a cost of $15,359,999.

The two largest are the Ohio between Cleveland Lake Erie and Portsmouth on the Ohio 309 miles, and the Miami and Erie 182. The whole number of locks is but 324, and the whole tonnage both ways in 1860 was 1,527,997 tons. The receipts for tolls were $359,782.

The total value of the real and personal property by the Census, was in that year:

Real Estate	$687,518,121
Personal Estate	272,348,980

It may be well to notice for the benefit of our foreign readers, that the values of property in these states, is usually set at from ⅓ to ½ of the money they would bring on a sale.

This is a peculiarity of our system of taxation.

The foreign debt of the State in 1864 was $12,931,986, upwards of $11,704,037 having been cancelled and redeemed previously, and the domestic debt at the same date was but $406,393. The total property belonging to the State in 1860 was valued at $770,422.

Ohio has a fertile soil, a good climate, fine rivers and large deposits of coal and gypsum. It contains numerous literary and humane institutions, and is one of the most distinguished members of the Union in all respects. Its progress has been rapid and uniform up to this moment, and the only check it has ever received has been in those early moments of the rebellion when it was threatened with assaults by the confederate armies, ready to imbrue their hands in the blood of their brothers who had never done them the least harm.

Ohio bids fair to move on to the very first rank of the States, having advanced more in the last sixty years than any of the old 13 states with hundreds of years advantage in age and settlement.

Steam Passenger Cars.

The Boston *Journal* of 28th ult., says: The Metropolitan Railroad Company a few weeks since received from Messrs. Grice & Long, Philadelphia, two of their superior dummy engines, which are now in Cambridge, where the cars for them have been built. They will soon take their place on the road. We understand that these engines can run ten to fifteen miles an hour, have seats for twenty-eight passengers and can accomplish a mile with eight pounds of anthracite coal. Each is competent to draw an additional car up a gradient of three hundred feet to the mile. They have gone up such acclivities with one hundred passengers. If the experiment of using these engines should be successful a great saving will be effected on the long routes of the company.

Connellsville and Southern Pennsylvania Railroad.

The Commissioners named in the act of incorporation give notice to the stockholders that an election will be held for a President and Directors of the Connellsville and Southern Pennsylvania Railway Company, in Philadelphia, on the 10th of November.

At Bedford, on the 14th ult., when and where the Commissioners attended with open book, to receive subscriptions to the capital stock of this new company, the large sum of $5,120,000 was subscribed at a single sitting, on which ten per cent.—$512,000—was paid to the Treasurer.

This prompt action assures the building of a railroad across the Allegheny Mountains, south of the Pennsylvania Railroad (though not in antagonism thereto) to open the Youghiogheny coal field to the seaboard markets.

The new road will connect with the Huntingdon and Broad Top Railroad, at its terminus at Mount Dallas, 6½ miles east of Bedford; and a part of its plan is, we believe, to form a connection with the Western Maryland Railroad, whereby, at the same time, a connection will be made with the Cumberland Valley Railroad. The new road, consequently, will have outlet to Huntingdon, Harrisburg and Baltimore.—*R. R. and Mining Register.*

Louisville and Nashville Railroad.

The annual meeting of the stockholders of this company was held in Louisville on the 3d of October last. The Annual Reports of the President and Directors, Secretary, Superintendent of Transportation, and Superintendent of Machinery and Road Department, were read, adopted and ordered to be printed. We have been favored with a copy of this report, from which we learn that the receipts from transportation, etc., during the fiscal year ending June 30, 1864, were:

	Memphis Branch.	Lebanon Branch.	Main Stem.
From pass.	$34,402 09	$39,614 24	$1,906,557 91
" freight	23,138 54	36,343 05	1,050,624 51
" expr's.	6,638 05	5,066 63	90,238 85
" mails			27,750 00
" use of engines by U. S. Gov			30,511 88
" bridge tolls, rents, etc.			10,804 15
Total Main Stem			$3,116,487 30
" Lebanon Branch			81,023 92
" Memphis "			64,178 68

Total Main Line and Branches, viz:

From passengers	$1,980,574 24	
" freight	1,110,106 10	
" express	101,943 53	
" mails, etc.	69,066 03	
		3,261,689 90

And the expenses have been:

Repairs of road	$642,279 15	
" bridges	32,053 69	
" build'gs, etc.	23,519 86	
" cars	73,042 01	
" engines	58,478 81	
Motive power	76,399 70	
Fuel	99,596 62	
Oil and waste	10,988 62	
Watchmen	9,063 03	
Loss and damage	14,324 75	
Salaries	18,492 19	
Transportation	134,250 36	
Passenger excise tax	51,223 37	
Reconstruction	59,745 26	
Improvement	120,988 84	
Miscellaneous	33,290 48	
		1,457,736 74
Net earnings (55.3 per cent.)		$1,803,953 16

The net earnings have been and will be applied as follows:

Interest on debt	$231,651 74
Mortgage bonds redeemed	90,000 00
Construction	270,831 13
Depot lands, etc	16,677 88
Increase of fuel and stock	165,910 17
Dividend No. 3, payable Aug. 1, 1864	338,498 72
Advanced and to be advanced to the Lebanon Branch Extension on 300 bonds taken to account	300,000 00
Bills and pay rolls for June	227,650 80

The company have continued the operation of the Louisville and Bardstown Railroad, 18 miles, as a branch of this road under the agreement that existed at the close of the last fiscal year. The earnings during the year have been $11,130 63, and the expenditures for operating, repairs, etc., $10,029 03.

The company have also continued the operation of the Memphis, Clarksville and Louisville Railroad, between the State Line and Clarksville, 14 miles, under the arrangements existing at the end of the last year. The earnings of this road to the 30th of June, 1864, have been $7,040 20, and the expenditures, $9,595 54.

The amount of damage done to the road and branches by the rebels during the year is stated in the report of the Superintendent of Machinery and Road Repairs, at $36,794 61, and the whole damage sustained at $620,450 57. The amount expended on repairs of damages during the year was $60,735 26; and previously $440,570 31—in all $501,305 57, leaving $119,145 yet to be expended to compete the repair of damages. The report of 1863, referring to the estimate of 1860 to complete the road and branches and the expenditures up to date, exhibited a balance of $634,575 88 yet to be expended. The present report shows $270,831 13 expended and charged to construction, besides $120,988 84 expended under the head of improvements, and charged to operating expenses—leaving $363,744 75 of the estimate of 1860 unexpended. The report states that this sum is not sufficient, because of the increase in cost of labor and materials, and because of the increase of business requiring more motive power and rolling stock than the estimate of 1860 made provision for. The expenditure for motive power and cars up to June 30, 1864, exceeds the estimates of 1860 $72,143 61, and with an estimate to complete what is required amounts to $328,143 61—giving $691,888 36 yet to be expended to complete and equip the road. This he recommends should be charged to construction. An estimate is also given by him of $566,415 35 to be made under the head of improvements, and the $119,145 yet to be applied to the repair of damages, should be charged to operating expenses.

The board adopted these recommendations to close the construction account after the expenditure of the $691,888 36, except for the extension of the Lebanon Branch.

The consolidated statement gives the cost of the Main Stem and Branches at $9,730,101 55. This will be increased by the expenditure of the $691,888 36, and the cost of the Lebanon Branch extension, and somewhat diminished, when in accordance with a resolution of the stockholders, the whole discount on bonds sold and proceeds applied to construction, shall be made up out of the earnings and credited as directed at stockholders' meeting. This it is hoped can be done by the close of the next fiscal year.

The stock dividend of ten per cent., payable on and after the 20th of April last was out of the earnings of the 22 months preceding the 30th of June, 1863. The earnings having been applied to the redemption of the debt and liabilities of the company.

At the last session of the legislature a law was passed authorizing the consolidation of the Main Stem and branches, and dispensing with keeping but one set of books, also the withdrawing of the certificates of stock in the branches, and issuing the stock of the company for the same. This act was accepted by the stockholders at general meeting.

The following table shows the cost of road repairs per mile of road, and per revenue train mile, during the past five years:

	Ordinary repairs.	Renewal of iron and ties.	Total per mile. of road.	Per Revenue. train mile.
1859–'60	$470 73	$135 00	$605 73	26.03 cts.
1860–'61	339 54	48 93	388 47	14.84 "
1861–'62	321 28	219 78	541 06	38.18 "
1862–'63	382 29	389 56	771 85	38.30 "
1863–'64	616 94	3,547 12	2,164 06	102.30 "
Average.	$426 14	$668 08	$1,094 22	43.93 "

It will be seen that the cost of ordinary road repairs, per mile of road, has been nearly 100 per cent. more, and of renewal of iron and ties nearly 600 per cent. more than in former years. But the cost per train mile for ordinary repairs which is computed from the amount of business done over the road, does not materially differ from former years, being 19.95 cents, against 18.97 in 1862–'3, and 19.84 in 1861–'2. The cost for renewal of iron and ties per revenue train mile has been 82.35 cents, against 19.33 in 1862–'3, and 18.34 in 1861–'2.

The following table shows the number of cross-ties, and the quantity of new, re-rolled and repaired iron used since the completion of the road:

	Number of cross ties.	Tons of new iron.	Tons of re-rolled iron.	Tons of repaired iron.
1858–'59.	1,500	....	....	....
1859–'60.	16,672	109	....	113
1860–'61.	10,082	....	....	516
1861–'62.	27,752	463	32.50	143½
1862–'63.	16,871	433	95.25	558
1863–'64.	96,709	2,936½	471.10	1,104
Total....	169,586	3,941½	598.85	2,434½

The number of cross ties required to relay the whole road is 518,000; deduct from this the number already laid, leaves 348,414 to be laid. Supposing the average life of the ties to be about eight years, it follows that for the next three years 116,000 ties per year will be required to renew the whole road.

The quantity of iron required to relay the whole road is 16,650 tons. The above table shows that 4,540 tons of new and re-rolled iron have been used during the last six years. Supposing the average life of the rails to be ten years, it will require for the next four years 3,000 tons per year to make good the wear of the iron.

Seventeen miles of road have been relaid with new iron and ties. The company had on hand at the close of the year 1,000 tons of iron and 10,000 ties.

The cost of repairs and renewals of the Lebanon Branch during the year was $1,183 33 per mile, or 162.14 cents per revenue train mile. Twenty-three miles have been relaid with new ties; 31,224 ties have been bought; 63¼ tons of new and 6 tons of repaired iron have been put in the track.

The cost of repairs on the Memphis Branch per mile of road has been $336 25; and per train mile, 51.40 cents.

The engines have run in the service of the Transportation Department 744,829 miles; in the service of the Road Department, and on the Bairdstown Branch and the M., C. & L. R.R., 96,709 miles—total mileage, 841,558. Total cost for repairs per mile run 7.58 cents. Total cost per mile run by engines 31.52 cents, against 24.03 cents in 1862–'63. Average cost per mile of all trains, 37.20 cents.

The equipment of the road July 1, 1863, consisted of 43 locomotives; 27 passenger, 8 baggage, 8 express, 232 box, 18 rack, 18 gondola, 73 flat, 23 gravel, and 7 boarding cars. There have been added during the year 13 locomotives; 12 passenger, 2 baggage, 60 box, 77 rack, 4 gondola, 22 flat, and 34 gravel cars. There have been sold to government 4 locomotives and 30 box cars; destroyed by raids or accident 8 passenger, 2 baggage, 11 box, and 4 rack cars—leaving on the road July 1, 1864, 52 locomotives, 31 passenger, 8 baggage, 8 express, 257 box, 91 rack, 22 gondola, 95 flat, 57 gravel, and 7 boarding cars.

Condensed Balance Sheet.

Main Stem.

Grading and masonry		$2,288,867 59
Railway superstructure		1,660,573 63
Equipment		921,330 57
Sundry interest accounts		1,401,123 76
Depot grounds		125,298 95
Lands for road and stations		105,273 06
Depot buildings, shops, stations, etc.		175,194 91
Bridge superstructures		283,944 35
Engineering expenses		231,294 14
Locomotive Works		84,682 02
Construction account		105,153 45
Court and agency expenses		22,253 57
Office and contingent expenses		86,127 90
Total cost of road		$7,491,117 80
Accounts due the Co...	$675,098 91	
Bonds, notes, etc	420,908 98	
Tennessee stock bonds..	381,633 72	
Shop stocks on hand...	267,910 12	
Cash on hand	403,143 85	
Due from Lebanon Br..	302,083 79	
" Memphis Br.	13,135 11	
Real estate	6,961 41	
		2,470,875 89
		$9,961,993 69
Capital stock		$4,333,224 98
First mortgage bonds		1,604,000 00
Second "		7,100 00
City of Louisville bonds (loaned)		1,000,000 00
State of Tennessee " "		560,500 00
Due back interest		8,574 70
" by note and account		5,045 06
" sundry contractors		2,642 97
" extension Lebanon Branch		227,981 96
" bills and pay rolls for June		227,650 80
" dividend No. 3		338,498 72
Profit and loss account		1,446,774 50
		$9,961,993 69

Lebanon Branch.

Grading and masonry	$253,137 62
Railway superstructure	335,816 31
Sundry interest accounts	296,308 17
Lands for road and stations	8,582 97
Construction account	204,860 27
Legal and contingent expenses	6,682 84
Total cost of road	$1,105,388 18
Real estate, etc	505 29
	$1,105,893 47
Capital stock	$492,016 03
City of Louisville bonds loaned	225,000 00
Mortgage bonds	41,000 00
Second mortgage bonds	2,200 00
Back interest	280 05
Due Main Stem	302,083 79
Profit and loss	43,313 60
	$1,105,893 47

Memphis Branch.

Grading and masonry	$316,203 09
Construction account	482,122 01
Lands for road and stations	25,674 75
Equipment	118,412 43
Sundry interest accounts	191,183 29
Total cost of road	$1,133,595 57
Due for bonds sold	166 39
	$1,138,761 96
Capital stock	$780,593 07
First mortgage	300,000 00
Second mortgage (and interest (78.29)	5,773 29
Due Main Stem	13,135 11
Profit and loss	34,260 49
	$1,138,595 57

Consolidated Statement.

Cost of road and branches	$9,730,101 55
Resources	2,156,328 67
	$11,886,430 22
Capital stock	$5,605,834 08
Bonded debt	3,930,500 00
Floating debt	235,669 99
Back interest	23,928 04
Dividend No. 3	338,498 72
Bills and pay rolls for June	227,358 80
Profit and loss	1,524,348 59
	$11,886,430 22

The office of the company is at Louisville, Ky. The officers and directors are:

President.—James Guthrie.

Directors.—James Guthrie, James B. Wilder, U. E. Ewing, J. C. Guild, H. D. Newcomb, A. D. Hunt, James Speed, Russell Houston.

Secretary.—Willis Ranney.

Sup't of Transportation.—B. Marshel.

Superintendent of Machinery and Road Department.—Albert Fink.

Paterson and Newark Railroad.

At a meeting of subscribers to the stock of this road held at Paterson on the 25th ult., it was announced that $250,000 had been subscribed—the amount required by the charter previous to organizing. The following persons were then elected as a Board of Directors: Messrs. Robert S. Gould, H. Holmes, John W. Stitt, Edward Ellsworth and Erastus W. Smith. The Board subsequently organized by the choice of Robert S. Gould, of Newark, as President, L. W. Duncan of Franklin as Secretary, Erastus W. Smith of New York as Chief Engineer, John Hopper of Paterson as Attorney, and Horace W. Tolles as General Superintendent. The line, as surveyed, will be 11½ miles in length, connecting the cities of Newark and Paterson, the aggregate population of which is considerably above 100,000. The route selected has exceedingly few natural obstacles, the only one worth mention being the Passaic river, which will be bridged near Belleville. No heavy cuttings or embankments, no sharp curves or steep gradients will be needed. It is designed to put the road under contract forthwith, and have the line in operation by the Summer of 1865.

☞ The American shipbuilding company has been organized in this city, with a capital of $1,000,000, for the purpose of building ships and steamers of all sizes, including merchant vessels, monitors, iron-clads, yachts, &c., upon the newly invented models of Captain Augustus Walker of Buffalo. Several prominent shipbuilders and machinists have taken a lively interest in this enterprise, which promises to be one of much importance to the advancement of the science of naval architecture. The following is a list of the officers of the company:—

President, David Ogden; Vice President, Horace H. Day; Secretary, Charles B. Norton; Naval Constructor, Augustus Walker.

The company are about to construct an ocean steamer of about 900 tons for the coasting trade.

☞ An issue has been advertised in London of four millions of dollars second mortgage bonds of the Ohio division of the Atlantic and Great Western Railway, the terms being such as to pay in specie nine and a half per cent. interest per annum.

Catawissa Railroad.

The Catawissa is successor to the Catawissa, Williamsport and Erie Railroad Company, which was chartered under the title of the Little Schuylkill and Susquehanna Railroad Company on the 21st March, 1831.

The original purpose of this road was simply to connect Philadelphia with the North Branch of the Susquehanna River, and with this view a survey had been made in 1827. Upon the organization of the Company in 1831, the design was enlarged and a route projected towards the Lakes *via* Williamsport, Elmira, etc. Little further however was accomplished until 1836, when the United States Bank subscribed $250,000 which with $300,000 or $400,000 obtained from individual subscriptions, enabled the Company to commence construction.

During the years immediately following to 1841, the building of the road progressed steadily and about $1,500,000 been expended in grading for a double track from the eastern terminus to Catawissa about 48 miles. In the latter year the Bank failed and operations were suspended, the credit of the company being completely prostrated.

By an act of the Legislature passed on the 29th March, 1849, the name of the company was changed to that of the Catawissa, Williamsport and Erie Railroad Company, and several concessions made in its charter, and in 1851 and 1852 successful efforts were made to revive the enterprise. Some $200,000 in stock and $1,500,000 in bonds were disposed of, principally in New York; and with these funds the road was completed as originally intended and opened for traffic—to Catawissa on the 17th July, and to Milton on the 7th September 1854. The Sunbury and Erie Railroad which completed the line to Williamsport was opened on the 18th December following.

The road of the company has a total length of 55 miles commencing "at a point in the woods," eight miles north of the town of Tamaqua in Schuylkill County with two-thirds of its whole length located upon unproductive mountain sides, crossing deep ravines upon high bridges and ending at the town of Milton on the West Branch of the Susquehanna River. This peculiar position of the road placed it almost wholly at the mercy of its terminal connecting roads, both of which have an alternative route to all business points. These causes have forced the road in self-protection and in an imperfect manner to become a link, measurably beyond the control of the company, in the chain of roads leading from Philadelphia to Western New York and Buffalo on the trade of which it has heretofore mainly relied. To each of these several conditions thus briefly shadowed out, must be attributed in a greater or less degree the troubles which have involved the company and which can never be wholly overcome.

The engines and cars of the company are run over the following roads under agreements and contracts by which a certain portion of the receipts thereon and therefrom are paid for the privilege:

Philadelphia and Erie Railroad	27 miles.
Little Schuylkill	28 "
Quakake Railroad	14 "
Beaver Meadow Railroad	13 "

—making a total of leased road equal to 82 miles, and including the main line a road of 147 miles extending from Port Clinton to Williamsport where its connections with the Elmira Railroad, and the railroad system of Western New York. Philadelphia is reached by the Philadelphia and Reading Railroad a distance from Port Clinton of 78 miles.

In 1859 the Company having failed to pay the coupons on its funded debt, a Receiver was appointed, and the company under a general agreemont re-organized themselves into the Catawissa Railroad Company as it exists at the presont day.

The financial condition of the company on the 31 August, 1859, was materially as follows:

Share capital	$1,700,000
Funded debt	2,271,536
Floating debt	340,631
Coupons and interest overdue	95,597
	$4,407,764

The funded debt consisted of the following contituents:

1st mortgage 7 per cent. bonds due 1st February, 1867	$1,500,000
Chattel mortgage 10 per cent. bonds due 1st May, 1886	380,000
2d mortgage 7 per cent. bonds due 1st February, 1888	339,036
Unsecured 7 per cent. bonds due 1st February, 1865	38,500
Unsecured 10 per cent. bonds due 1st May, 1871	14,000
Total funded debt	$2,271,536

In addition to the above there was a large floating debt of the company as follows:

Owing for labor and materials	$69,893
Bills payable, guaranteed by officers and managers of the company	132,845
Loans and judgments guaranteed by officers and managers of the company	18,311
Dues for running connecting roads	15,986
Unsecured indebtedness or secured by insufficient collateral	103,597
	$340,632

—and the outstanding overdue coupons and interest amounted to $95,597

The earnings and operating expenses of the road from its first opening to the 31st August, 1859, were yearly as follows:

Year.	Gross Earnings.	Operating Expenses.	Earnings less Exps.
1854 (part)	$48,062	$32,791	$15,271
1854–'55	279,055	166,803	112,252
1855–'56	300,746	178,233	122,513
1856–'57	379,309	189,662	189,647
1857–'58	271,665	141,725	129,940
1858–'59	337,257	187,007	150,250
Total	$1,616,094	$896,221	$719,873
Deduct amounts paid to connecting roads for same years		$330,400	
Deduct interest—			
1st mortgage bonds 6 years		630,000	
2d " " 18 months		35,600	
Chattel bonds, say two years		76,000	
7 per cent bonds 4½ years		12,200	
10 " " 3 years		4,200	
			1,088,400
Deficit of earnings in 5½ years			$368,527

And to this should be added large amounts expended in improvements, extraordinary repairs, etc.

From these statements it is obvious that the earnings were insufficient to meet the expenditures and accruing liabilities. The road was also in a neglected condition, and the equipment originally deficient had been sold under the hammer. The only remedy was re-organization within the bounds of the ability of the road to earn, and this was determined on by the parties interested, for which purpose a committee of first bondholders was appointed, which committee reported to a meeting held in Philadelphia on the 11th of November, 1859, as follows:

"In view of an amicable and equatable arrangment by which the affairs of the company may be adjusted without the interposition of law, it is the opinion of the committee, that the company should be re-constructed by a foreclosure and sale under agreement; and that in the said re-construction there should be issued two classes of stock—one preferred and the other common, and that the company should re-enter on business entirely free from debt.

"That the preferred stock should be issued to the First Mortgage bondholders for their bonds and unpaid coupons, and to the claimants of the confidental debt, being the money loaned and obligations issued by the friends of the company, without profit beyond the interest, and which has been expended for the payment of coupons or for the immediate benefit of the property of the company, such claims to be admitted after investigation by the committee of bondholders.

"That the preferred stock shall be entitled to all the net profits of the road, until the said profit reaches seven per cent. per annum—after which the net profit beyond seven per cent. shall be divided among holders of the common stock until the said holders receive a like amount; after which any further profit which may arise, shall be divided *pro rata* to all stockholders.

"That all classes or claimants shall receive their several claims in stock at par.

"That the common stock shall be issued to the second mortgage bondholders and to the claimants of the unsecured indebtedness at par, and to the present stockholders in the ratio of one share for every four shares now held of equal amount."

After the reading of the report, resolutions were read and adopted, approving the plan proposed and authorizing the committee in conjunction with the Trustee to take all necessary measures, to reconstruct the company on the above basis—the title of the new company to be the "Catawissa Railroad Company" and constituted by the creation of a sufficient number of shares of $50 each for that purpose. The Trustee of the mortgage was also requested to effect by sale or otherwise a legal transfer of the property and franchises of the old to the new company when formed, and to obtain a surrender thereof by the discharge of the receivership, the new company being pledged by him to carry out in good faith the present existing order of the court in equity appointing such receiver.

The programme thus set forth was fully carried out and the re-organization completed. The road was sold on the 2d July, 1860, and purchased as directed. The legal requirements necessary to enable the new company to take possession of the property were, however, from various causes not consummated until near the 1st of October, when occupation was had on the assumption of the company of the September obligations of the receiver of the former company, and also of the various expenses incurred for the organization of the existing company, as per agreements made by the

committee of the Catawissa, Williamsport and Erie bondholders.

The capital of the new company is thus represented:

By 44,000 shares Pref. Stock @ $50 each	$2,200,000
" 23,000 shares Com. Stock @ $50 each	1,150,000
" Chattel mortgage on Engine No. 22 and 50 coal cars	34,000
Total	$3,384,000

—to which should be added the Catawissa, Williamsport and Erie Railroad Company chattel mortgage for Engine No. 21, and 26 flat cars, $19,500 for which was paid interest at the rate of 5 per centum.

The 31st December having been determined upon, as the proper time to end the fiscal year of the corporation, the Directors in conformity with the requirements of the charter submitted to the shareholders, a statement of affairs in their first report presented at the annual May meeting, and covering the operations of the road during the months of September, October, November and December 1860.

From this report we learn that the receipts after deducting the rents of connecting roads for the four last months of 1860, had been.... $95,790 96
And the exp. of repairs and operating. 80,820 54

Leaving a net increase of..... $14,970 42

which was disposed of in settlement of legal obligations, leaving yet to be paid out of the same by legal obligation the sum of $80,914 37; and the expenditures during 1861, over and above ordinary repairs to road, machinery and cars were estimated at $117,000.

It is scarcely necessary to follow the subsequent annual reports. They chiefly relate to the operations of the road and its financial condition. From these however we make up the following statistics:

TRANSPORTATION AND INCOME ACCOUNT.

	1860. (4 mos.)	1861.	1862.	1863.
Merchandize	$82,605	$176,464	$232,755	$214,223
Coal	4,381	12,168	97,669	85,493
Miscellaneous	6,789	18,191	12,965	7,912
Travel	25,400	60,353	61,622	97,475
United States Mail	3,967	11,900	11,900	11,900
Total earnings	$123,142	$279,076	$416,911	$417,003
Transportation freight }	32,756	$29,951	$47,055	$31,142
" passenger }		14,566	11,657	12,008
Motive power	8,587	70,203	132,260	70,828
Maintaining way	14,032	38,986	108,638	50,558
" cars	10,177	28,473	38,201	17,126
General expenses	15,267	14,879	16,197	18,571
Rent of leased Bonds	27,352	59,527	126,545	88,414
Total expenses	$108,172	$256,585	$480,553	$288,647
Profit	14,970	22,491	65,408	128,256
Loss				

CONDENSED BALANCE SHEET, January 1.

	1861.	1862.	1863.	1864.
Common shares	$1,150,000	$1,150,000	$1,150,000	$1,150,000
Preferred shares	2,200,000	2,200,000	2,200,000	2,200,000
Chattel mortgage bonds	34,000	34,000	34,000	34,000
1st mortgage bonds			141,000	241,000
Notes payable	11,475			
Debt of C. W. & E. R. R. Co.	60,439	59,959	40,193	15,163
Pay rolls and bills for materials	15,918	18,910	24,442	33,373
Debts due connecting roads	8,952	10,332	16,253	17,796
Accrued interest	37	37	5,410	7,479
Fractional shares	98	108	125	152
Total	$3,480,950	$3,472,746	$3,610,994	$3,698,964
Railroad, lands and equipment	$3,384,950	$3,384,950	$3,384,950	$3,384,950
Construction and equipment			15,723	55,409
Cash on hand	4,277	5,955	75,879	236,625
Freight and tolls due	4,427	9,409	21,845	10,949
Materials on hand	12,538	11,258	47,818	31,037
Due by connecting roads	3,164	4,417	2,132	20,805
Balances due on purchase of C. W. & Erie R. R.	5,935	41,535	46,355	
Sundries	4,123	7,709	8,479	18,059
Profit and loss	62,495	8,463	8,732	57,921
Total	$4,480,905	$2,472,746	$3,610,994	$3,698,964

The officers of the Company for 1863–'64 are as follows:

President.—T. HASKINS DU PUY.
Secretary.—M. P. HUTCHINSON. } Phila. Pa.
Treasurer.—W. L. GILROY.
Sup't.—GEORGE WEBB, Williamsport Pa.
Directors.—Samuel V. Merrick, James S. Cox, M. P. Hutchinson, M. D. William, P. Chandler, all of Philadelphia; Robert Bayard, of New York; and George R. Payton, of Bloomsburg, Pa.

Company's Office, No. 424 Walnut st., Phila.

Railway from the Black Sea to the Caspian.

Since 1861 the project of this line has been under consideration, but, owing to the pressure of the present financial situation, the part of the line connecting Tiflis with the Black Sea is to be executed first, and the rest to the Caspian Sea at a later period. According to the estimates of the local administration, says the *Invalide Russe*, the numbers passing from Trebizond to Central Asia being taken as basis, the revenue of this line will yield at least ten per cent. on the capital. The transport of military stores and of ammunition of war would save the Government about three hundred and eighty-five thousand roubles, which could be granted to the shareholders as a guarantee. The project presented by Count Levacheff, Aid-de-Camp to the Grand Duke Michael, has been approved of; but the Minister of Public Works wishes to submit it to the Caucasian committee at St. Petersburg to have it more strictly considered and to reduce the cost. The Emperor awaits the result of those studies before he definitely sanctions the project.

☞ The Morris and Essex Railroad Company, in addition to their extension beyond Hackettstown, are progressing favorably with their second track; have lately added some fine new locomotives, in addition to new cars lately put upon the road, and have several other locomotives now building for their use. The directors also contemplate rebuilding some of the depots on the line of the road.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad Company for the week ending Oct. 23, were:

	1864.	1863.
Passengers	$31,340 44	$14,227 62
Freight	33,338 40	31,061 50
Sundries	1,325 25	1,406 46
Total	$66,004 09	$46,695 58
Increase 1864		$19,308 51

The traffic of the Great Western Railroad for the week ending Oct. 21st, 1864, was as follows:

Passengers	$32,260 09
Freight and live stock	26,940 33
Mails and sundries	1,232 83
Total	$60,433 25
Corresponding week of 1863	64,906 76
Decrease	$4,473 51

Interest and Dividends.

A dividend of two and a-half per cent. on the common stock of the Elmira and Williamsport Railroad Company, will be paid on and after November 1st, at the Pennsylvania Railroad Company building, room No. 1.

The Manchester and Lawrence Railroad Company have declared a dividend of four per cent., payable Nov. 1.

The Nashua and Lowell Railroad Company declared a dividend of 4 per cent., payable Nov. 1.

The Long Island Railroad Company have declared a quarterly dividend of two per cent., payable November 1st, at the Bank of North America.

The Morris Canal Company have declared a semi-annual dividend of five per cent., on the consolidated as well as the preferred shares of the company, payable on and after November 1.

The coupons due November 1, of the City of San Francisco School-Bonds of 1854, will be paid in gold coin by Wm T. Coleman & Co.

Messrs. Winslow, Lanier & Co., of No. 52 Wall street, will pay the Coupons on the Indiana 6 per cent. bonds, due November 1.

The interest on the bonds of the Mississippi and Missouri Railroad Company, due Nov. 8th, will be paid on that day at the Corn Exchange Bank.

The coupons due November 1, from the second mortgage bonds of the Galena and Chicago Union Railroad Company, and from the funded coupon bonds of the Chicago and Northwestern Railroad Co., will be paid on presentation at No. 8 Wall street.

Coupons of the first mortgage Sinking Fund Bonds of the Chicago and Alton Railroad Company, due Nov. 1, 1864, will be paid at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange Place, New York, less Government tax.

The Second Preferred Series D, and the second income mortgage bond coupons of the St Louis, Alton and Terre Haute Railroad Co., due Nov. 1, will be paid at the Bank of North America.

The coupons due 1st November, on the Mortgage Bonds of the Indianapolis and Madison R. R. Co., will be paid by J. & S. Ferguson, No. 35 Pine street, N. Y.

The coupons from Scioto and Hocking Valley 1st mortgage bonds, due 1st November, will be paid at the office of Winslow, Lanier & Co., No. 52 Wall street.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ... Ca.	200,000	5	----	2
Acton Vale ... Ca	50,000	5	----	65c
Adventure ... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	25
Algomah ... "	20,000	----	2	2⅜
Alliance ... Ca.	200,000	2½	----	----
Allouez ... L. S.	20,000	----	1	3¼
American ... Ca.	200,000	2½	----	----
Amygdaloid ... L. S.	20,000	----	----	34
Annapolis ... Md.	50,000	10	----	----
Arizona ... Ariz. T.	10,000	100	----	----
Ascot ... Ca.	20,000	20	----	----
Astor ... L. S.	20,000	----	1	6½
Atlas ... "	20,000	----	1	7
Aztec ... "	20,000	----	1	7
Balt. and N. C. ... N. C.	20,000	5	----	20c
Bare Hill ... "	----	----	----	3½
Bay State ... L. S.	20,000	----	3½	25
Beaver ... "	20,000	----	1	----
Bedford ... Ca.	125,000	5	----	50c
Black River ... "	200,000	2½	----	15c
Bohemian ... L. S.	20,000	----	7½	10½
Bolton ... Ca.	200,000	5	----	1
Boston ... L. S.	20,000	----	5*	4½
B. and Corinth ... Vt.	20,000	10	----	----
Brooklyn ... L. S.	20,000	----	2	----
Brome ... Ca.	100,000	5	----	1¼
Cabot ... L. S.	20,000	----	½	----
Caledonia ... "	20,000	----	----	7
Cambridge ... "	20,000	----	5	25c
Canada ... Vt.	100,000	1	----	1¾
Carp Lake ... L. S.	20,000	----	----	1½
Cascade ... "	20,000	----	----	----
Central ... "	20,000	----	----	54
Champlain ... Ca.	200,000	1½	----	15c
Chatham ... "	200,000	2	----	----
Chaudiere ... "	100,000	1	----	50c
Chester ... "	200,000	1	----	12c
Cheticamp ... ----	30,000	5	----	----
Chippewa ... L. S.	20,000	----	----	----
Cleveland ... Ca	100,000	5	----	----
Cliff ... L. S	20,000	----	----	----
Clifton ... "	20,000	----	----	1
Collin ... "	20,000	----	½	----
Columbian ... "	20,000	----	4½	9
Consolidated ... "	20,000	----	5	5c.
Copper Falls ... "	20,000	----	24½	26½
Copper Harbor ... "	20,000	----	1	----
Copper Hill ... "	200,000	1	----	----
Copperas Hill ... "	50,000	10	----	----
Cornwall ... Vt.	100,000	2	----	62c
Dacotah ... L. S	20,000	----	----	5
Dana ... "	20,000	----	3½	2½
Deep River ... N. C.	----	5	----	20c
Delaware ... L. S.	20,000	----	----	15
Derby ... "	20,000	----	----	1¾
Devon ... "	20,000	----	1	4½
Dorchester ... "	20,000	----	6	7
Douglas ... "	20,000	----	----	----
Dover ... Ca.	200,000	----	1	----
Dudley ... L. S.	20,000	----	½	4½
Dunham ... Ca.	200,000	2	----	30c
Durham ... "	200,000	5	----	10c
Eagle River ... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ... Ca.	25,000	20	----	4
Essex ... "	200,000	----	----	19c
Etna ... L. S.	20,000	----	----	12½
Eureka ... "	20,000	----	----	----
Everett ... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ... "	20,000	----	----	5½
Forest City ... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ... L. S.	20,000	----	6½	51
French Creek ... Pa.	100,000	5	----	75c
Gardner City ... L. S.	20,000	----	----	----
Gardner Hill ... "	20,000	----	5	75c
Girard ... "	20,000	----	----	6
Glade ... "	20,000	----	1	----
Glencoe ... Ca.	200,000	1	----	10c
Globe ... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ... Ca.	100,000	5	----	62c
Great Western ... L. S.	20,000	----	2	3½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ... L. S.	20,000	----	5	28c
Hamilton ... "	20,000	----	----	1
Hancock ... "	20,000	----	6½	10½
Hanover ... "	20,000	----	½	3½
Hartford ... "	20,000	25	12½	----
Hazzard ... "	20,000	----	----	----
Highland ... "	20,000	----	7	7½
Hilton ... "	20,000	----	----	3
Hope ... "	20,000	----	½	1½
Hudson ... "	20,000	----	----	2
Hulbert ... "	20,000	----	----	7
Humboldt ... "	20,000	----	2	9½
Hungarian ... "	20,000	----	1	2½
Huron ... "	20,000	----	16	40
Indiana ... "	20,000	----	----	5
Inverness ... "	200,000	2½	----	----
Isle Haute ... ----	40,000	----	----	----
Isle Royale ... L. S.	20,000	5	16	23½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ... L. S.	20,000	----	----	----
Keweenaw ... "	20,000	----	----	6
Kickapoo ... "	20,000	----	1	----
King Phillip ... "	20,000	----	2	----
Knowlton ... "	20,000	----	1	6
Lafayette ... Ca.	200,000	1	----	1½
Lake ... "	200,000	1	----	14c
Lawrence ... L. S.	20,000	----	----	----
Lennoxville ... Ca.	100,000	5	----	50c
Logan ... "	100,000	3	----	2
Lyster ... "	200,000	2	----	----
Madison ... L. S.	20,000	----	1	3¾
Malden ... "	20,000	----	1	----
Mandan ... "	20,000	----	2½	50c
Manhattan ... "	20,000	----	2½	8
Marquette ... "	20,000	----	----	3½
Maryland ... Md.	----	5	----	70c
Mass ... L. S.	20,000	----	----	----
Massachusetts ... "	20,000	----	----	----
Mendota ... "	20,000	----	----	5
Merrimac ... "	20,000	----	----	3½
Meteor ... "	20,000	----	----	----
Mesnard ... "	20,000	----	5½	8½
Michigan ... "	20,000	----	----	----
Middlesex ... "	20,000	----	----	----
Mineral Hill ... ----	----	----	----	2½
Minnesota ... L. S.	20,000	----	3½	33
Missisquoi ... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ... L. S.	20,000	----	----	----
Nashua ... "	20,000	----	----	----
National ... "	20,000	----	5½	27
Native ... "	20,000	----	3	1½
Naumkeag ... "	20,000	----	1	3
Nelson ... Ca.	200,000	1	----	10c
Nequaket ... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ... "	20,000	----	2	1⅜
Newton ... Ca.	200,000	1	----	8c
New York ... L. S.	20,000	----	----	⅜
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ... "	20,000	----	3	15c
North Sutton ... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	10
Norwich ... "	20,000	----	----	4½
Ogima ... "	20,000	----	----	6½
Ontonagon ... "	20,000	----	----	1½
Ottawa ... Ca.	200,000	1	----	31c
Pacific ... L. S.	20,000	----	----	----
Pennsylvania ... "	20,000	25	2½	21¾
Petherick ... "	20,000	----	2½	12
Pewabic ... "	20,000	----	3¾	57½
Phila. & Boston ... "	20,000	----	15	2
Phœnix ... "	20,000	----	----	20½
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ... "	20,000	----	3¾	4½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ... L. S.	20,000	----	----	½
Quincy ... "	20,000	----	10	95
Reid Hill ... Ca.	200,000	1	----	----
Reliance ... L. S.	20,000	----	----	3
Richford ... "	60,000	5	----	----
Ridge ... L. S.	20,000	----	----	----
Rockland ... "	20,000	----	5	15
Roscoe ... Ca	200,000	1	----	----
Rudisell ... ----	----	----	----	65c
St. Clair ... L. S.	20,000	----	3	9
St. Flavien ... Ca.	100,000	5	----	----
St. Francis ... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ... "	20,000	----	1	----
Sharon Consol ... "	20,000	----	----	3
Sheldon ... "	20,000	----	----	16
Silver Creek ... "	20,000	----	1	----
Silver Hill ... "	20,000	----	----	30c
Silver Lake ... "	20,000	----	----	----
Silver Valley ... "	20,000	----	----	20c
Southampton ... Ca.	100,000	5	----	----
South Bedford ... "	200,000	2	----	20c
South Side ... L. S.	20,000	----	3	3
Springfield ... Md.	----	5	----	1½
Stadecona ... Ca.	100,000	5	----	----
Star ... L. S.	20,000	----	7½	8½
Stark ... Vt.	100,000	2	----	----
Strafford ... ----	80,000	10	----	2½
Superior ... L. S.	20,000	----	4	9½
Sussex ... "	20,000	----	----	----
Sutton ... Ca.	100,000	5	----	8⅞
Toltec ... L. S.	20,000	----	20	2½
Tremont ... "	20,000	----	5*	2½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ... "	25,000	10	----	----
Victoria ... L. S.	20,000	----	1½	----
Vulcan ... "	20,000	----	----	----
Washington ... "	20,000	----	----	----
Waterloo ... Ca.	100,000	3	4*	15c
Waukegan ... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ... Ca.	200,000	5	----	50c
Wickopee ... "	100,000	5	----	5½
Winthrop ... L. S.	20,000	----	3½	4½
Wyandotte ... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ... N. Y.	50,000	50	----	8
East River ...	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ... ----	20,000	5	----	----
Kahtadin ... Me.	3,000	100	----	----
Lake Superior ... L. S.	20,000	25	----	----
Massachusetts ... ----	25,000	1	----	----
Mount Pleasant ... Pa.	10,000	50	----	----
Teal Lake ... L. S.	----	----	----	2
Tyson ... ----	20,000	10	----	----
LEAD AND ZINC:				
Amenia ... N. Y.	100,000	5	----	----
Bucks County ... Pa.	----	----	----	¼
Canada ... Ca.	50,000	5	----	2
Clute ... ----	----	----	----	1
Crystal Lake ... ----	----	----	----	----
Erie ... ----	----	----	----	21
Gay's River ... ----	100,000	2	----	----
Hampton ... ----	100,000	5	----	----
Keystone ... Pa.	----	----	----	2½
Lancaster ... "	----	----	----	----
Macomb ... N. Y.	100,000	5	----	2
Mineral Point ... ----	100,000	5	----	¾
Mount Hope ... N. Y.	80,000	5	2½	----
National ... ----	200,000	1	----	----
New Jersey ... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ... Ca.	100,000	5	----	1
Placentia Bay ... N. F.	----	----	----	1½
Ramsay ... Ca.	20,000	25	----	----
Rossie ... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ... N. J.	----	----	----	40c
Union ... ----	100,000	5	----	57c.
Wallkill ... N. Y.	----	----	----	1
COAL & ANTHRACITE:				
American ... Pa.	37,500	25	----	83
Ashburton ... "	50,000	50	----	21
Atlantic & G. C. ... Md.	----	----	----	1½
Baltimore ... "	----	100	----	86
Bear Valley ... "	40,000	12½	----	18
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ... "	10,000	50	----	17
Big Mountain ... Pa.	----	----	----	7
Blackhall ... N. S.	8,000	25	----	----
Boston & Pictou ... "	100,000	5	----	----
Bridgeport ... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ... "	----	----	----	18
Cape Briton ... N. S.	200,000	2½	----	----
Carbondale ... Pa.	----	----	----	3
Central ... "	----	----	----	57
Clinton ... "	----	----	----	1½
Coal Brook ... "	4,000	50	----	----
Continental ... ----	10,000	50	----	73¾
Cumberland (pref.) Md.	60,000	100	----	53
Daniel Webster ... ----	5,000	100	----	----
East Mahanoy ... Pa.	----	----	----	----
Everhart ... ----	20,000	25	----	----
Franklin ... Pa.	5,000	100	----	65
Fulton ... "	60,000	5	----	10
Gilbertson ... ----	5,000	100	----	86
George's Creek ... Pa.	10,000	----	----	110
Grand Tunnel ... ----	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	5
Hampton & Balt. ... Md.	----	----	----	91
Hazleton ... Pa.	32,300	50	----	82
Henry Clay ... ----	3,000	100	----	----
International ... N. S.	20,000	50	----	----
Lawrence ... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	62
Lorberry ... "	4,000	100	----	30
Macan ... "	2,000	100	----	----
Mahanoy ... "	1,000	20	----	----
Metropolitan ... "	----	100	----	----
Middle Coal Fields ... "	----	----	----	14½
Milford ... ----	2,500	50	----	----
Mill Creek ... Pa.	----	----	----	----
Mulgrave ... ----	2,000	----	----	----
Narragansett ... R. I.	5,000	10	----	----
New Creek ... Pa.	----	----	----	1
North. & Luzerne ... "	----	----	----	----
Penn. ... "	100,000	50	----	200
Penn. Cannel ... "	6,000	50	----	----
Picton ... "	4,000	100	----	----
Pine Knot ... Pa.	4,000	50	----	----
Port Hood ... ----	4,000	100	----	----
Potomac ... Md.	40,000	10	----	----
Powell ... Pa.	----	----	----	----
Preston ... "	----	----	----	35
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway ... ----	----	----	----	----
St. Clair ... Pa.	5,000	100	----	25
Schuylkill Valley ... "	20,000	10	----	3¼
Shawmut ... ----	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	36
Stafford ... ----	----	----	----	----
Suffolk ... ----	4,000	100	----	93
Sugar Loaf ... Pa.	----	----	----	----
Summit ... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4
Tamaqua ... "	----	----	----	----
Vandermark ... ----	20,000	50	----	----
Wyoming Valley ... Pa.	22,700	50	----	60

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ... Col.	50,000	10	----	----
Acadia (G.) ... N. S.	100,000	3	----	----
Albion (G.) ... "	100,000	3	----	¾
Alpine (G.) ... Col.	150,000	10	----	----
Alps (G.) ... "	100,000	5	----	----
American ... "	200,000	2	----	----
Am. & Mex. (S.) N. M.	----	----	----	----
Am. Pioneer ... A. T.	----	----	----	----
Arizona (Silver) ... "	----	----	----	----
Atlantic (G.) ... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ... Col.	200,000	5	----	----
Beacon (G.) ... N. S.	200,000	2	----	----
Benton (G.) ... "	100,000	5	----	⅜
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ... "	10,000	50	----	----
Briggs (G.) ... "	10,000	100	----	----
Bullion (G.) ... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ... Ca.	200,000	2	----	50c
Central (G.) ... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	1
Chebucto ... N. S.	100,000	5	----	65c
Colonial (G.) ... Ca.	100,000	2½	----	25c
Colorado (G.) ... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ... "	200,000	20	----	----
Corisannie (G.) ... "	100,000	10	----	6
Corydon (G.) ... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ... Ca.	50,000	20	12½	15
Dorset (G.) ... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ... "	----	----	----	----
Empress (S.) ... "	----	----	----	----
Eureka (G.) ... Cal.	----	----	----	----
Excelsior (G.) ... Col.	30,000	10	----	14
Frankfort (G.) ... ----	100,000	2	----	----
Garrison's (G.) ... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ... Col.	100,000	5	----	1½
Gold ... "	100,000	5	----	3⅞
Gold Field ... ----	50,000	10	----	----
Gold Hill ... ----	50,000	10	----	----
Gold River ... ----	100,000	3	----	----
Gould & Curry (G.S.) N.	----	----	----	----
Gunnell (G.) ... Col.	300,000	10	----	3½
Halifax (G.) ... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ... Col.	150,000	2	----	----
Hope (G.) ... "	80,000	25	10	10
Isaac's Harbor (G.) N.S.	100,000	5	----	¾
Isabella (G.) ... Col.	----	----	----	----
Kennebec (G.) ... Ca.	100,000	5	----	----
Kent (G.) ... N. S.	200,000	1	----	----
Lake (G.) ... Col.	----	----	----	----
Lake Major ... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	36½
Massachusetts (G.) Ca.	500,000	5	----	2⅜
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2¾
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	½
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ... "	100,000	2	----	----
Otate (S.) ... Mex.	----	----	----	----
Palma (S.) ... "	----	----	----	----
Peck (G.) ... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ... A. T.	50,000	50	----	----
Pontiac (G.) ... Col.	50,000	20	----	----
Prince Albert (G.) Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	5½
Quicksilver ... Cal.	40,000	25	----	83½
Renfrew (G.) ... Ca.	120,000	2½	----	1⅞
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ... Ariz. T.	----	----	----	----
Scottie (S.) ... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ... Ariz. T.	----	----	----	----
Southam (G.) ... N. S.	100,000	5	----	----
Stafford (G.) ... Ca.	100,000	5	----	2½
Star (G.) ... Col.	100,000	25	----	----
Stewart (G.) ... Ca.	100,000	5	4	75c
Pascher (G.) ... "	50,000	10	----	----
Victoria (G.) ... "	100,000	2	----	----
Waverly (G.) ... "	40,000	10	----	----
Windsor (G.) ... Col.	100,000	10	----	----
United States (G.) ... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	105½
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	58½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	63
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	.....	.....	.....	.....	....	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	...	...	--	Worcester	89,000	69,000	20,000	.....	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield.	300.000	300,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	...	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	...	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	...	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	...	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	.....	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	...	...	--	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	...	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	...	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	—	....	....
30 Sep. '63	....	....	...	...	--	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	4.52	—	...	...	--	Grand St. & Newtown (W'g')	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '63	4.63	—	—	...	—	Harlem Br., Morris & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	...	—	--	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	...	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	...	...	--	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.50	—	...	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	...	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	...	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	...	...	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	...	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	50
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	16
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	60
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	59½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	26½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	30
31 Oct. '63	11.00	—	...	...	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	.....	.....	—	....	....
31 Oct. '63	—	....	...	...	--	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	....	16
31 Oct. '63	11.17	—	...	...	--	North Philadelphia	300,000	200,000	100,000	—	.....	.....	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	14
31 Oct. '63	5.20	—	...	...	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,808	36	20	69
31 Oct. '63	5.62	—	60	...	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	35
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,960	16½	20	49
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	24
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	60
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	...	...	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	...	...	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	...	...	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.63	—	...	...	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	...	...	--	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	3.33	—	...	...	--	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	4.48	—	...	...	--	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	....	....	....
30 Nov '62	10.20	—	...	...	--	St Louis	298,604	298,604	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,500	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 25, 1847 ....registered..	$9,415,250	6	Jan. & July.	1867	121
Loan of March 31, 1848 ....registered	8,908,342	6	" "	1868	119½
" " " ....coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ....coupon..	2,052,000	5	" "	1865	205
Loan of June 14, 1858 ....registered	20,000,000	5	" "	1874	95
" " " ....coupon		5	" "	1874	95
Loan of June 22, 1860 ....registered	7,022,000	5	" "	1871	96
" " " ....coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ....coupon	1,016,000	6	" "	1881	100
" " " " " ....coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ....registered	18,415,000	6	Jan. & July.	1881	106
" " " ....coupon		6	" "	1881	106¾
Loan of July 17, & Aug. 5, 1861 ...registered	238,459,450	6	" "	1881	106
" " " ....coupon		6	" "	1881	106¾
Loan of Feb. 25, 1862 (5-20s) ....registered	510,756,900	6	May & Nov.	1882	100
" " " (5-20s) ....coupon		6	" "	1882	100¾
Loan of March 3, 1864, (10-40s) ...registered	81,630,500	5	Feb. & Aug.	1904	94½
" " " " ....coupon		5	April & Oct.	1904	95
Loan of March 3, 1864 (5-20s) ....registered	40,000,000	6	May & Nov.	1884	100¾
" " " " ....coupon		6	" "	1884	100¾
Treasury Notes of July 17, 1861 ....coupon	25,410,400	7.3	April & Oct.	1864	108
" " of Mar. 3, 1864 ....coupon	55,397,600	7.3	" "	1867	----
Debt Certificates	229,946,000	6	----	----	95½
One Year Treasury Notes (legal tender)	44,520,000	5	----	----	----
Two Year's " " " "	16,480,000	5	----	----	----
Two Year's Treasury Notes (coupon)	65,862,250	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1867	----
" " " " " of '64	87,329,680	6	"	1868	----
STATE LOANS.					
Alabama—State bonds ....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ....coupon	3,727,500	7	Jan. & July	1878	150
" — " " 1860 .... "	198,500	7	" "	1880	----
" —War bonds .... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " .... "		6	" "	'81-'82	105½
" — " " " .... "	1,000,000	6	" "	1882	----
Florida—State bonds ....coupon	143,000	7	----	----	----
Georgia—State bonds ....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) .... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds .... "	1,322,085	6	" "	1877	100
" —Interest stock .... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds .... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) .... "	1,778,423	6	" "	1870	100
" — " " (dollar) .... "	1 969,397	6	" "	1870	100
Indiana—State stock ....registered	5,325,500	5	Jan. & July.	1886	86
" — " " .... "	2,058,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	--	----	d'm'd.	----
" —State War Loan bonds ....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock .... "	4,079,500	5	Jan. & July.	----	86
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock .... "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ....coupon	200,000	7	Jan. & July	1863	----
" — " " (war loan) .... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" — " " " .... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) .... "	65,000	6	July.	1883	----
Kentucky—State bonds ....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " .... "		5	" "	'81-'91	----
" — " " .... "		5	" "	'93-'96	----
" — " (bank) .... "	600,000	5	" "	1891	----
" — " " .... "	67,500	6	" "	'91-'96	110
" — " (war loan) .... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	----	d'm'd.	66
" — " (R. R. etc.) .... "	3,902,000	6	----	'67-'99	----
" — " " (banks) .... "	5,398,533	6	----	----	----
" — " " (war loan) .... "	670,000	6	----	----	----
Maine—State bonds ....coupon	----	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) .... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) ....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) .... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) .... inscribed	500,000	3		1890	----
" — " " (") .... "	100,000	4½		1888	----
" — " " (") .... "	767,560	5		'42-'58	----
" — " " (") .... "	399,408	5		1880	----
" — " " (") .... "	148,711	5		'89-'90	103
" — " " (") .... "	133,689	6		pleas.	----
" — " " (") .... "	3,000,000	6		1870	107
" — " " (") .... "	35,000	6		1885	----
" — " " (") .... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) .... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	125¾
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " .... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan .... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan .... "	1,000,000	5	" "	1883	118¾
" —Back Bay Loan .... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ....(") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) .... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	62
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	67
" — " " S.W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H.& St. Joseph "	3,000,000	6	" "	'73-'87	85
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds .... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	----	----	----
New Hampshire—State bonds ....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") . "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	117
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	109½
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	105
" — " " (" ") .... "	4,095,309	6	" "	1881	106½
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ....coupon	1,500	---	" "	1866	----
" — " " (" ") .... "	279,313	---	" "	1868	----
" —Irreducib'e debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	---	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds ....coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " " .... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation	97,360	---	----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	105½
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg) ....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) ....coupon	1,125,000	6	----	1882	60
" — " " (intern. impr.) "	2,063,606	5	----	Var.	48
" — " " (railroads) .... "	12,799,000	6	----	Var.	----
" — " " (capitol) .... "	608,000	5	----	1890	55
" — " " (Hermitage) .. "	48,000	6	----	1890	55
Texas—Had no debt in 1861	----	---	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	----	'62-'63	----
" — " " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	48
" —State bonds (railroad) ....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) .... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	---	----	----	----
Wisconsin—State bonds (civil) ....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) .... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,855	104,972	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	65,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	163,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	75,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,234	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	616,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,859	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	231,759	263,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,988	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,671,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	88,964	75,055	89 533	94,375	96,062	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,952	156,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	208,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	398,330	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	206,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,995,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,867	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,485	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,504	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,510
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,786	143,748	162,921	1,554,912
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	85,582	106,845	113,578	115,214	168,219	170,860	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	136,338	139,626	244,114	243,940	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	960,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	----
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	95½
2d Mortgage	----------	7	Jan. & July.	" "	1883	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104½
" " " 1850	700,000	6	Jan. & July.	"	1880	105
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100¾
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	100½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	106
Boston and Lowell:						100
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	100
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	106½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120½
" " " inconvertible	3163,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	99
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1896	----
1st " " (J. & M.) conv	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " "	----------	8	" "	" "	18--	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,800,000	7	" "	" "	1885	98
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.	----------	------	----
3d Mortgage	158,000	7	----------	----------	------	----
Income	250,500	7	----------	----------	------	----
Tunnel Right	1,000,000	7	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101¾
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	107½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101¾
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	102½
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,955	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	118
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	117
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	118
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	256,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	125
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	128
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	128
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	106½
2d General Mortgage	2,194,500	7	" "	" "	1877	101
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	109
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----------	" "	------	60
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	108
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	110
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	118
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	111
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1850	112
5th Mortgage	1,739,500	7	June & Dec	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	"	1891	106
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	107½
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,300	7	Jan. & July.	"	1887	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	98
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	26
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1887	116
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	65
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	107½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1833, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	100½
" 1861, "	110,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	105
" 1844, "	810,000	6	" "	"	1880	103
" 1848, "	101,000	6	" "	"	1880	101
" 1849, "	67,000	6	" "	"	1880	101
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	115
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,752	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71½
2d Mortgage	937,500	7	" "	"	1863	20
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Railroad: Lateral and Branch Lines	Railroad: 2nd Track and Sidings.	Road in progress or projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Invested in foreign works.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,806	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63[illegible]	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	260,209	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,986,740	213,876	4,204,566	122.4	281,451	408,810	154,837	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183.857	329,539	92,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	----
29 Feb '64	62 0	—	2 6	—	8	17	25	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	3½	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,215	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	8.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,583	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,918	228.8	----	----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	852,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	88
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,965,519	3,090,211	1,350,499	8	117
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1,083,054	448,503	—	43½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	99½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,066	2,201,481	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	127½
-- -- --	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	56½
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,483	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	100
1 Dec. '63	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,868	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	----	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	36¼
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,826,955	73.0	357,302	774,618	307,527	13	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	468,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	16,000	----	230.0	----	----	----	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,875,996	111.8	----	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	---	---	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.8	1,558,277	3,417,185	1,697,060	12	125½
31 Mar. '64	246.0	281.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	18,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18,407,655	527.0	2,171,477	3,384,294	1,630,777	—	68
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	100.0	—	—	—	*Southern Minnesota*	----	—	—	----	575,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	—	—	----	600,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	—	—	----	300,000	----	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,331,809	236.0	----	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	----	206.8	579,324	1,047,567	420,026	—	20
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,360,000	----	----	168.8	----	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	----	---	---	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,396	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,863	—	71,513	4,500,000	----	----	114.0	98,371	241,482	128,886	—	----
30 Sep. '62	36.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,496	844,108	—	1,971,437	3,501,000	57,361	5,996,277	90.1	232,081	249,226	65,250	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Railroad: Lateral and Branch Lines.	Railroad: 2nd Track and Sidings.	Road in progress or projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Invested in foreign works.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	....
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,953,475	149.0	oper. by	Gd. Tk.	....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	....	—	13	29	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	101
31 May, '59	37.0	—	....	—	....	....	....	Somerset and Kennebec	783,763	*	—	169,200	556,600	....	....	37.0	....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.0	7.2	....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,838	566,070	31,241,011	288.8	....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	53
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	103
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	127
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	143¾
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	144
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.9	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	105¾
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	118
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	....	21,780	21,275	6	....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	112
30 Nov. '63	6.1	—	....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	39½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb.&W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	10	150½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,158	6	95
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	....
31 Mar. '63	34.5	—	....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	118½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	....	52.7	....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	....	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	....	24.7	....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	....	....	....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	....	259,921	113,533	—	—
31 Dec. '62	63.9	32.2	....	8.0	....	....	....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	—	124.2	....	3,040,148	1,728,548	10	148
31 Dec. '62	60.2	—	....	—	....	....	....	Camden and Atlantic	1,837,380	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	....	....	....	....	....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '62	21.8	—	....	—	2	6	17	Northern New Jersey	422,297	*	....	156,850	204,200	77,798	438,798	21.2	....	90,618	29,592	—	170
31 Dec '62	....	....	....	....	....	....	....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	....	239,880	154,908	6¼	110
31 Dec. '62	38.5	—	....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	....	—	—	—	....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	....	329,223	176,095	—	....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	100
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	121
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,094,999	7	122
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,385	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	....	....	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	....	103,953	35,572	—	....
.. .. '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	....	....	....	223.0	....	....	....	—	....
.. .. '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	....	....	97.0	....	206,917	108,541	—	....
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	....	469,458	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
31 Dec. '63	60.0	60.0	....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	....	154,600	78,927	—	....
31 Dec. '63	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	....
31 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	....	699,716	230,551	—	14
31 Mar. '64	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,600,000	1,634,000	—	4,996,265	202.0	—	1,083,328	495,691	10	134
31 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	....	131.8	804,168	190,745	19,180	—	....
31 Dec. '63	135.4	55.8	....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	31	164
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	....
30 Nov. '62	101	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	....	1,436,317	552,800	—	103½
31 May '64	100.2	79.4	....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	111
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	....	2,452,217	2,905,000	....	....	142.0	—	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.0	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	....
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	....	829,932	119,032	—	....
31 Aug. '55	137.0	8.0	....	—	17	16	233	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	....	125.0	....	....	....	—	....
30 Jun. '64	153.9	52.0	....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,866	3,260,887	1,495,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	....	—	10	11	203	Sandusky, Mansfield & New'k	2,336,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	....
1 Dec. '62	242.4	—	....	—	47	18	928	Toledo & Wabash	9,395,630	*	25,000	8,314,775	6,661,830	88,272	10,152,632	250.0	1,279,050	1,439,798	540,921	—	52

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	....	360,215	171,286	—	....
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	18⅛
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19⅛
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,063	828,143	9	265
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd t	o Northn	Cen.	196,907	334,790	110,368	—	32½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	....
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	70
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,168	—	....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	29½
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	81⅛
31 Oct. '63	28.3	5.5	8.0	—	10	....	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	40¼
31 Oct. '63	24.5	106.0	63.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—		4,132,935	130.0	319,162	363,367	89,991	8	59⅞
30 Nov. 63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,696	273,391	—	31
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048.814	3,543,484	2,883,457	13,430,250	16,949,124	—	38,245,668	356.9	5,311,202	1,891,413	5,111,413	—	72¼
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,[illegible]	—	1,672,200	24.0	244,425	332,489	179,565	9	69
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,489	7½	32⅞
30 Nov.'63	147.4	51·1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,828	403 0	2.721,689	6,252,902	3,706,900	7	66¼
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6[illegible]3,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,174,500	*	351,129	7,460,000	1,017.500	—	8,477,500	200.5	647,020	2,540 248	1,602,119	10	62¼
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1.767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	—	78.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,965,173	—	19,932,741	468.3	3,472,914	5,132,984	2,106,623	—	105
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	....	13.6	24,916	31,702	9,718	....	....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....			—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546		164.5	....	341,190	125,871	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	50	790	South Carolina	....	....	....	....	2,643,833	....		....	....	1,499,636	701,943	7	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	....	140.0	....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	....	130.3	150,142	297,806	149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....					—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....					—	....
1859	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	88,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	28,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	....
1859	—	—	....	—	—	—	—	Nashville and Northwestern	....	....	—	—	—	....	....					—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	....	1,248	—	—	....
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	....	....	....	....	....	....	....	32.0	....	....	....	—	....
-- -- '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	....	....	....	....	....	....	....	56.0	....	....	....	—	....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	....	275,000	240,000	171,560	....	50.0	31,300	32,670	....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	....
-- -- '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	....	....	—	....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	....	3,036,338	90.7	139,877	308,850	167,430	—	65
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May,'63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	886,269	941 045	262,887	—	1¼
31 May,'63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	....	....	1,687,500	ope	r. by Vt.	Central		8	110
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	....	1,301,886	23.7	48,995	61,267	26,451	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug.'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—		—		—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	....	....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	....	....	....	2,063,655	2,517,500	590,056	....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,283,271	214.9	480,193	740,489	347,957	—	....
								WISCONSIN.													
1 Dec. '6[illegible]	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	....	55.0	....	....	....	—	....
31 Dec. '61	199.9	—	24.9	27.8	....	....	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	....	199.9	....	756,476	329,580	—	....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	....	1,163,734	414,741	—	52¼
10 May,'64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,507	138,210	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,652	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	15
30 Jun. '63	1,096	187.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	4,368,510	1,164,856	—	....
31 July,'63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1¼	....
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	....	....	....	....	....	....	....	96.6	....	....	....	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	....
1 July,'61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	....	132,555	30,870	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	180	Nova Scotia	4,273,101	*	—	4,273,251	—	—	4,270,281	92.0	150,416	138,107	57,181	—	....
								NEW GRANADA.													
31 Dec. '6[illegible]	48.7	—	—	—	11	22	120	Panama	5,500,000	*	[illegible]	1,000,000	[illegible]	—	10,709,[illegible]	48.7	....	[illegible]	[illegible]	15	[illegible]

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	51½
Chicago & Alton (preferred)	2,422,596	7	7	90
Chicago & Northwestern (pref.)	2,400,000	7	1¾	80
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66¾
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	—	50
Erie (preferred)	8,535,700	7	7	103
Hannibal & St. Joseph (preferred)	5,253,856	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,600,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	73
Toledo & Wabash (preferred)	982,900	7	7	65
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	98½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	107
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	101
2d Mortgage	294,750	6	----	----	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	88
Improvement	568,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	966,000	6	" "	1878	59½
Preferred Interest b'ds	227,560	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	640,000	6	J. & J.	1878	98

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,500,000	10	203
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	74
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	130
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33¾
" " (preferred)	50	2,722,607	—	40¾
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	77

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	60 —	@ 63 —
Pig, American, No. 1	60 —	@ — —
Bar, Swedes, assorted sizes (in gold)	— —	@ 92 50
Bar, English, Refined	190 —	@205 —
Bar, English, common	175 —	@190 —
Band, English	— —	@230 —
Horse Shoe	— —	@225 —
Rods, English	205 —	@210 —
Hoop, English	230 —	@310 —
Nail Rod per lb.	— 15	@ — 17
Sheet, Russia per lb.	— 28	@ — 31
Sheet, English, Single, Double and Treble	— 9¾	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 30	@ — 40
English Spring (1st & 2d qlty.)	— 17	@ — 22
English Blister (1st & 2d qlty.)	— 22	@ — 34
English Machinery	— 24	@ — 27
American, Blister	— 16	@ — 20
American, Cast, Hammered	— 30	@ — 33
American, Cast, Rolled	— 18	@ — 22
American Spring	— 15	@ — 20
German	— 22	@ — 25
Milan (in bond)	— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— —	@ — 65
Sheathing, &c. Old (cash)	— —	@ — 41
Sheathing, Yellow	— —	@ — 50
Pig, Chile	— —	@ — —
Bolts	— —	@ — 65
Braziers'	— —	@ — 65
American Ingot (cash)	47½	@ — 48

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena per 100 lb.	15 50	@ 16 —
Spanish	14 25	@ 14 50
German Refined	14 25	@ 14 50
English	14 25	@ 14 50
Bar per lb.	— —	@ — 18
Pipe and Sheet	— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— —	@ — 70
Straits	— —	@ — 60
English	— 58	@ — 60
Plates, Charcoal I. C per box	— —	@ 21 —
Plates, I. C. Coke	16 50	@ 19 —
Terne, Coke	— —	@ 15 50
Terne, Charcoal	— —	@ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	9 50	@ 10 —
Clinch (cash)	10 50	@ 11 —
Horse Shoe, Forged (cash) per lb.	— 40	@ — 45
Wrought, English (cash)	— —	@ — —
Ausable Horse, Norway Iron, Forged	— —	@ — —
Zinc Nails (6 mos.)	— —	@ — 22

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb.	1 10	@ 1 15
Para, Coarse and Medium	— —	@ — —
Carthagena, &c	— 70	@ — 72
Guayaquil	— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity	— 46	@ — 46½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 84	@ — 85
Refi'd, in bd, L.S. to pr. Wh. (110@120 test)	— 69	@ — 70
Naptha, Refined, (60@65 gravity)	— 50	@ — 52

New York Stock Exchange.

Actua Sale Prices for the week ending Nov. 2.

	Th 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W 2.
American Coal Co.	80	----	85	----	83	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	----	----	150	
Canton Co.	----	32¾	35	37	34½	
Central Am. Transit	90	----	----	88	100	100
Chicago & Alton	83	86	----	92	89¾	85
" " pref.		90	----	----	----	89
" " 1 M.		----	----	----	106	----
" " Inc. b'ds		----	----	----	----	----
Chicago, Burl. & Q.		135	134	117x	120x	119
" " " 8 p.c.		----	----	----	----	----
Chic. & Northwest'n	43½	44	44½	47	47½	46½
" " pref.	70½	79½	79¾	82¾	84	84
" " 1st M.	94½	----	94½	94¾	95	97
" " 2d M.		----	----	----	----	----
" " S. F.		----	----	----	----	----
" " A. B.		----	----	----	----	----
" " I. B.		----	----	----	----	----
Chicago & Rock Isl.	96½	97	97	100	104½	103½
" 1st M. '70		----	----	----	----	----
Clev., Col. and Cin.		----	----	----	----	----
Clev. and Pittsburg	100½	102	103	109	109	106¾
" " 1 M.		----	----	----	----	----
" " 2 M.		----	----	----	----	----
" " 3 M.		----	----	----	----	----
" " 4 M.		----	----	----	----	----
Clev. and Toledo	109½	110	110	112	114¾	114
" " S.F. 7 p.c.	106½	106	108	----	----	108
Cumberland Coal, pref.	53½	52½	52¾	53	56	53
Del. & Hudson Canal	175	----	----	190	200	205
Del., Lack. & West		----	----	----	----	----
" " 1M. 8 p.c. '71-5		----	----	----	----	----
" " 2M. 8 p.c. '81		----	----	----	----	----
Erie	97	97½	97½	99	104½	102½
" pref.		103½	104	104	106½	----
" 1 M. 7 p.c. '67		----	----	----	----	----
" 2 M. 7 p.c. '79		----	----	----	----	----
" 3 M. 7 p.c. '83		----	----	117	----	----
" 4 M. 7 p.c. '80		----	----	----	----	111
" 5 M. 7 p.c. '88		----	----	----	----	----
Galena and Chicago		----	----	----	----	----
" 1M. 7 p.c. '32		----	----	----	----	----
Hann. & St. Joseph		----	----	----	----	----
" " pref.		----	----	----	----	----
" " bonds		----	----	----	----	----
Hudson River	122½	122½	122	123½	127¾	122
" scrip		----	----	----	----	----
" 1M. 7 p.c. '69		----	----	----	----	----
" 2M. S.F.		----	----	----	----	----
" 3M. 7 p.c. '75		----	----	----	----	----
" conv. bonds		----	----	----	----	----
Illinois Central	122	124½	127	130	131¾	129
" Can. bd. sc.		----	----	----	----	----
" bonds	114½	----	115	115½	118	----
Marietta & Cin. 1st pref.		----	----	----	----	----
" " 2d "		----	----	----	----	----
" " 1st mort.		100	----	----	----	----
Mariposa Mining Co.	34	34	33½	35	37	37
Michigan Central	126½	129½	129½	130	132¼	129
" S.F. 8 p.c. '82		----	----	----	----	128
" conv. 8 p.c. '69		----	----	----	----	----
M. S. and N. I.	69	69½	69½	74	76¾	75½
" " guar'd.		----	----	----	----	----
" " 1M. S.F.		----	----	----	----	----
" " 2 M.	104	----	----	----	----	----
Mil. and P. du Chien	47	50	54	54½	55¾	54
" " 1st pref.		----	----	----	----	----
" " 2d pref.		----	----	----	80	----
" " 1st M.		----	----	----	----	----
Minnesota Mining Co.		----	----	----	----	----
Miss. & Mo.		----	----	35	----	35
" L.G. bonds		----	----	62½	65½	----
Missouri 6s	60	60½	60½	61	61½	----
" iss. to H. & St. J. R.	86	----	----	----	90	----
" " Pacific	65	----	65½	----	----	----
New York Central	120¾	121	121	123½	127½	122½
" " 7s, 1864		----	----	----	----	----
" " 7s, S.F. '76		----	----	----	----	115
" " 7s, conv. '76		----	----	----	----	----
" " 6s, S.F. '83	114	----	----	----	----	----
" " 6s, S.F. '87		----	----	----	----	----
N. York & Harlem		----	----	----	----	----
" " "pref."		----	----	----	----	----
" " 1M. 7 p.c. '73		----	----	----	----	----
" " 2M. 7 p.c. '64		----	----	----	----	----
" " 3M. 7 p.c. '67		----	----	----	----	----
Ohio & Miss. cer.	35¾	35¾	36½	39½	41	41
" " pref.		----	----	----	80	----
Pacific Mail S.S. Co.	325	----	----	----	320	----
Panama		----	----	----	----	----
Penn'a Coal Co.		190	195	----	200	200
Phila. and Reading	129¾	133½	134	134¾	137	135
Pitts. Ft. W. & Chicago	100	101½	102	106¾	108½	105¾
" " 1M.		----	----	----	----	----
" " 2M.		----	----	----	103	----
" " 3M.		----	----	----	----	----
Quicksilver Mining Co.	80½	80½	82	83¾	85¾	84
St. L., Alton & T. H.	57	57	56½	56	57	----
" " pref.		73½	74	77	76	----
" " 1M.		----	----	100	----	----
" " 2M. pref.		----	----	----	----	----
" " Inc. b'ds		----	----	----	----	----
Tennessee 6s, 1890		56	----	56	56	----
Toledo & Wabash		----	----	----	----	----
" " Pref.		----	----	----	----	----
" " 1M.		----	----	----	----	----
" " 1M. ex.		100	----	----	100	100
" " 2M.	87½	----	----	----	----	----
" " Int. b'ds		----	----	----	----	----
Virginia 6s		----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	94⅝	94½	94½	95	94¾	----
U. S. 6s, 1881, reg.	106	106¼	106¼	----	----	----
U. S. 6s, 1881, cou.	106	106	----	106¼	106⅞	107½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	117	----	----	----	----	119⅞
U. S. 6s, 1868, coup.	----	----	----	----	120	----
U. S. 6s, 1 year certif.	95½	95½	95½	95¾	95¾	95⅝
U. S. 6s, 5-20s, coupon	107½	107½	107½	108	102x	101⅝
U. S. 6s, 5-20s, new	100½	100¾	100⅝	101	101	----
U. S. 6s, " reg.	100⅝	----	----	----	----	100½
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	108½	108	----	----	----	108½
American Gold	216	----	222½	222	235½	231¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	18⅝
" preferred	38	38	38½	39	40	----
Camden & Amboy	148	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	100
" " 6s, '83	100	----	----	----	----	101
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	103	----	103¾	----	103	----
Del. Div. Canal	----	----	----	----	----	36
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	74
" 6s	----	----	----	107	----	----
Lehigh Valley R. R.	77	----	----	77½	----	80
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	46	45½	46	46¾	47	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	59½	59½	----	----
Morris Canal	97½	----	----	----	----	----
" " pref.	135	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	31½
" " 6s	93	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	51	----	51	51	----	53
Pennsylvania R. R.	69½	69½	69½	70	70	70
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	106	----	----	----
Penn. State, 5s	92¾	93	----	----	93¾	93¾
" " 5s, coupon	----	----	95	----	----	----
" " 6s, W. L.	----	----	----	----	101½	----
Philadelphia City, 6s	98	99½	----	99½	99½	----
" " new	102	102½	102½	----	102	102½
Philad., Germ. & Nor.	----	----	----	60	----	60
Phila. & Reading	62½	64½	67	66¾	66¾	68½
" " 6s, '86	126	----	----	----	----	----
" " 6s, '70	100½	----	100½	----	----	----
Philadelphia & Erie	----	----	31½	31½	----	32½
" " 6s	----	----	----	----	----	105
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	28	29	30½	----	33½
" " pref.	----	38	39	39	----	40⅝
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	94	----	----	----	----
" " 6s '72	97	97	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15	----	----	----	15⅝	----
" " 6s '78	----	----	58½	59	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	78	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	70	----	----	----	70	----
Spruce & Pine, "	----	34	34	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Baltimore City 6s, 1875	----	----	110	----	----	----
" " 1886	107½	109½	----	----	----	----
" " 1870	----	----	106	----	----	----
" " 1890	109¾	----	----	109½	110	----
Balt. and Ohio	----	----	----	110	110	110
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	105
" " " '80	----	----	----	----	----	----
" " " '85	----	----	104½	104½	----	----
Northern Central	----	59	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '87	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Boston and Lowell	103	102¾	100	----	----	103
Boston and Maine	126	125½	----	127	127	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	144	144	144	----	----	143¾
Cheshire, pref.	----	----	51½	----	----	51½
Concord	----	----	----	----	----	----
Connecticut River	----	----	106	----	----	108
Eastern, Mass.	102½	----	103	----	105¾	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	119	118¾	118	----	----	118
Manchester & Lawr'ce	----	----	118	----	----	118½
Michigan Central	----	----	----	----	----	----
Northern, N. H.	80	----	----	----	----	80⅞
Old Colony and Fall R.	123	----	123½	124½	127	----
Ph., Wil. & Baltimore	63¾	63¾	63¾	66¾	63¾	63¾
Portl'd, Saco & Ports.	----	----	----	----	----	101
Vermont & Canada	110	----	110	----	----	110
Vermont & Mass.	39	39½	----	----	----	----
Western	150	150½	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	103¾	----	----	105½
Metropolitan "	57	----	58½	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	49	48	48½	49	50	51
Isle Royale "	----	----	----	20	----	23½
National "	----	----	25	----	26	27
Minnesota "	30	----	----	----	----	----
Pewabic "	----	----	54⅝	55	57	57¼
Pittsburg "	----	----	----	82	84	----
Quincy "	----	----	----	----	95	95
Rockland "	----	----	17	----	----	15

London Stock Exchange.

The following were the closing prices for American Securities on the 18th of October:

Maryland 5s	65	to	68
United States 6s, 1881	44	"	45
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	72
Do., 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	66	"	68
Erie shares, $100 (all paid)	40½	"	41½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	73	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, November 5, 1864.

Stock Exchange and Money Market.

The last arrivals from Europe bring us continual reports of disturbances in the commercial marts of England. Numerous failures have taken place in addition to those already announced, and the aggregate losses are large. Several cases of suicide have taken place, the results of pecuniary embarrassments.

The sum total of the deficiencies may be safely estimated at fifty millions of pounds sterling. Nor are all apprehensions for the future at rest. Commercial discredit was spreading on the day of the departure of the steamer, and the usual rate of interest outside of the Bank of England was full 10 per cent. Consols were unsteady, with a slight recovery from former quotations. The cotton question was thought to be at the bottom of the principal difficulties. It was feared that the stimulated supply from India would glut the market, and that the price would fall finally to 6d. or 6½d. sterling per lb. The weekly circular of the Liverpool brokers on the 8th of October, two weeks before the date of the last departure from that port, gives the following summary: increase of imports compared with last year 584,910 bales; increase of quantity taken for consumption 185,370 bales; increase of stock compared with last year, 211,270 bales. After deducting the weekly sales for home consumption, and the actual re-exports of the article, there will be still left on hand for the ensuing year a stock of 1,250,804 bales. There is no wonder that there is cause for alarm, especially as we are told that the cotton "mills are rapidly closing." It seems to us that the financial and commercial crisis is by no means passed, that there will be large exports to this country at reduced rates, and that the prices of cotton goods with us are certain to fall. It seems to us that it is the part of prudence in our dealers in those articles to realise at present prices without delay. We notice that gold is 2-10ths per cent dearer in London than in Paris, and 7-10ths dearer than in Hamburgh.

The money disturbances in England are drawing the attention of its leading financiers to some plan of a remedy. Some of these maintain the opinion, that the constant increase of commerce in the world, requires some new medium of exchange other than gold and silver, since while there is a profit in the extension of business every where, it is at any time likely to be lost by sudden demands for specie from causes which are not legitimately connected with that commerce. Thus the act of a bad ministry or a declaration of war may make gold and silver so scarce, that absorption of a few millions at an unexpected time and place, may destroy other properties of equal intrinsic and more than intrinsic value, and cause wide spread bankruptcy. Government or paper money on some principle of eventual security has been therefore suggested as a substitute. Others again propose a repeal of the Bank charter act so as to make money less dear. In 1849-'50, Bank interest was but 2½ per cent. it is now 9 and 10. It is feared that the present rate is likely to be permanent. Another cause of anxiety is the drain of specie to the East since 1801, and up to 1863, it appears that a final balance of £234,000,000 of coin sent to India had never returned, and was now lost to the commerce of other parts of the world. In 1861-'2, £25,000,000 had gone there from England alone. On the contrary when any considerable amounts had been sent to the U. S. the course of trade soon brought it back again.

American securities have improved. The 5-20s and our best railway bonds have advanced from 5 to 10 per cent., showing a decidedly favorable reaction in the London market.

Our own has also shown renewed activity. It is said with how much truth we know not, that the crowd of speculators is largely increasing. Certain it is that there has been an increase of buyers of railway shares, which are of a more expansible character, than the bonds. The feeling in favor of a rise has been quite general, and there is no lack of money in any quarter. Thirty millions of legal tenders, and ten millions of certificates of indebtedness have within a short time been paid

into the Treasury, and there is no stringency in the money market.

The movements in gold seem no longer to cause much apprehension, nor are they looked upon as conclusive on any financial question. The prices of articles are not now in fact measured by a gold standard uniformly. As an example we may state that butter is much dearer than gold, the one being held at 131 in paper, and the other as compared with its former and usual value in gold about 300 per cent. Other articles of necessity as potatoes, are selling throughout the country at about 15 to 20 cents per bushel in gold. So that we see all calculations based on the price of gold in the street, lead to no just conclusions whatever. This is a curious state of things, but it is an indication in our opinion that we should very easily adapt ourselves to an early resumption of specie payments when it should arrive.

The Bank statement for the first Saturday of the present month Oct. 29, shows that the variations from the balances on the 22d of October were as follows:

Increase in loans	$782,587
" specie	67,947
" deposit	1,066,206
Decrease in circulation	77,489

It is understood that the Banks generally begin to see the necessity of coming into the National system of Mr. Chase. The Philadelphia institutions have taken the initiatory steps for this object. The advantages are so obvious that we wonder there has been so much opposition to it in certain quarters. To secure an unquestioned circulation throughout the United States, and the receipt of their paper every where for taxes, by the Government is an immense advantage.

When our internal commerce is restored to its old basis, no one will care about any other money than that of the National Banks, and that the system is a tempting one already, may be seen by the large profits realised by some of these institutions already. The first National of this city has declared a semi-annual dividend of 10 per cent.

Recurring again to the subject of the gold market, we believe we are fully justified in saying, that the present advance is greatly attributable to political combination. The actual amounts sold from day to day, are not large for there is no great demand. A few thousand pass from hand hand, often at fictitious quotations, and these control public opinion more than they justly should do.

On Tuesday a sudden rise of 10 per cent took place without any real cause for it. It is true that rumors of disasters to our armies were loudly proclaimed in the teeth of the facts, either founded on reported private telegrams, or the carefully collected items of news equally false from day to day put forth by the disloyal presses, that are in this way doing all they can to aid the confederate cause. When there are journals, the Boston *Courier* for example, which unblushingly assert that the rebels possess all the territory they did when the rebellion broke out, when for example they were on the banks of the Ohio, held the Mississippi from Cairo down to the gulf, when Missouri, Tennessee, Kentucky, Louisiana, Arkansas and Maryland were under their sway, and although on the other hand there is not a single State over which they have now an entire control, not an open port on the ocean, we need not wonder that there are people who will believe any thing, or that they can be made and really are the dupes of bad and designing men, and are victims to the deceptions in the gold market, planned and carried on solely to affect the coming elections. The rise of ten per cent on Tuesday was without the least basis of propriety, and time will prove our assertion. We speak in no partizan spirit, our articles all have shown that we are entirely beyond all party influences, but we cannot conceal our astonishment at the constant efforts made to decry the resources, the credit, the stability and the cause of this great Republic.

Money continues abundant. The inquiries for Government securities are good, and prices show a tendency to advance. Exchange is not in large demand, and buyers are very cautious. It is proposed that the interest due on Government securities the 1st of January next, shall be advanced to its creditors as was done in the case of the November dividends. The dry goods auction sales show a continued tendency to a decline, notwithstanding the sudden rise in gold. The prices paid for many leading articles on Tuesday, were 50 per cent. less than the week previous. There is a firm conviction in the minds of the people, especially of buyers, that the quotations in the gold market cannot be sustained. The amount sold at 240 on Tuesday at the 2d board was but $5,000, and no one knows whether it was an actual sale or not.

The balance in the Sub-Treasury in this city on Tuesday was $2,686,689.

It is reported that the Government restrictions on the sale of cotton are to be taken off, as will appear by an official announcement in a few days. This will have a large effect on exchange, and *may* produce a heavy reaction in the gold market.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending October 31, was $721,817, against $1,397,081 in 1863, and $1,183,002 in 1862.

The exports from New York for the same week were $3,391,378 against $3,240,567 in 1863, and $4,287,732 in 1862. The shipments of specie since January 1, have been $37,855,155. The exports since January 1, have been $183,147,056 against $145,673,347, in 1863, an increase of $37,473,709. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 29, was $60,235,469.

The value of foreign goods imported into the port of Boston for the week ending October 28, was $646,226, against $600,627 for the corresponding week in 1863. The exports were $567,389 against $293,215 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $208,639.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 106¾; Illinois War Loan, 100½; Central R. R. of New Jersey, 170; Brooklyn City Water Loan, 113; Detroit, Monroe and Toledo bonds, 100; Ohio and Miss. pref. cer., 80; Mariposa 1st mort., 94; Nicaragua Transit, 4; Atlantic M. S. S. Co., 189; Central Coal Co., 57; Con. Coal Co. of Md., 54; Ashburton Coal, 21; Smith Parmalee Gold, 6; Corn Ex. Bank, 105; St. Nicholas Bank, 100; Park Bank, 140 Bank of Commerce, 105; Ocean Bank, 90.

Philadelphia.—West Chester 8s, 90; do., 7s, 105; Elmira Chattel 5s, 77; do., 10s, 77; Pittsburg 6s, 98; Huntingdon and Broad Top, 29½; Reading mort., 6s, 103; Allegheny Co. 5s, 78⅛; Girard College R. R., 26½; Egbert Oil, 4; Story Farm, 2¾; Dalzell, 8⅞; Maple Shade, 27; Oil Creek, 5¾; Noble and Delamater, 8; McClintock, 6; Densmore, 8; McElheny, 6; Corn Pl., 7; Rock, 4; Curtin, 6; Hyde Farm, 6; Bull Creek, 4½; Hibbard, 1¾; Tarr Home, 5¼; Mineral, 2¼; Keystone, 2⅞; Bohemian, 7; Perry, 4; Phillips, 7⅜; French Creek, 5; Union, 2¼; Germania, 1⅜; Hoge Island, 1; Excelsior, 1¼; Phila. and Oil Creek, 6¼; Farrell, 2¼; Irwin, 7; Feeder Dam, 1⅛; Petroleum Centre, 3½; Seneca, 2½; Fulton Coal, 10; New Creek, 1; Big Mt., 7; Swatara Falls, 10½; Preston, 35; Honey Brook, 6½; Diamond, 21; N. Y. and Middle Coal Fields, 14½; Tremont, 10; Clinton, 1¼; Penn Mining, 21¾; Merrimac, 3¼; Bank of Commerce, 68; Bank of North Am. 171¼; Mechanics Bank, 31; City Bank, 57½; Farmers' and Mechanics' Bank, 70; Manuf. and Mech. Bank, 29¼; Union Bank, 48; Kentucky Bank, 110. The latest quotations are: City 6s, 100@100⅛; do., new, 102@102¼; State 5s, 93¾@94; do., coupon, 93@95¼; do., 6s, W. L., 104¼@104¾; Phila., Wil. and Balt., 64; Reading, 67½@67⅝; do., 6s, 1870, 100½@100¾; do., 1886, 133@134; Camden and Amboy, 148@150; Pennsylvania R. R., 72½@73; do., 1st mort., 111½@112; do., 2d mort., 107@107½; Little Schuylkill R. R., 46½@47; Morris Canal, 95@100; do., pref., 130@131; do., bonds, 101@102½; Wyoming Valley Canal, 77@80; do., 6s, 98@100; Susquehanna Canal, 15¼@15¾; do., 6s, 59½@60; Sch. Nav., 33¼@34½; do., pref., 40⅛@41½; do., 6s, 1882, 88@89; Union Canal bonds, 18@20; Delaware Div. Canal, 36½@36½; do., bonds, 98½@100; Elmira and Williamsport, 32⅛@34; do., pref. 50@50¼; do., 7s, 1873, 105@108; do., Chattle 10s, 77@77½; Beaver Meadow, 75@87; Long Island R. R., 48@50; Lehigh Coal and Navigation, 73¾@76; North Pennsylvania, 31@31½; do., 6s, 97@97; do., 10s, 116@120; Philadelphia and Erie, 32¾@32⅞; do., 6s, 105@105; Minehill, 59⅞@60; Catawissa, 18½@18¾; do., pref. 37@38; Lehigh Valley, 81½@84½; do., bonds, 104@105; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 69@70; Race and Vine, 6@10; West Philadelphia, 60@65; Spruce and Pine, 35@34¾; Green and Coates, 30@30; Chestnut and Walnut, 50@52½; Arch, 16@18; Thirteenth and Fifteenth, 24@25; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 59¾@60.

Boston.—Michigan Central 8s, 1869, 125; Northern (Ogdensburg,) 2d mort., 26; Rutland 1st mort., 64½; Vermont Central 1st mort., 79; South Shore R. R. 6s, 97¼; Western R. R. 6s, 1875, 102⅛; Boston and Lowell R. R. 6s, 101; Boston, Hartford and Erie R. R., 30; Conn. and Pas. Riv. R. R., 65; Maine 6s, 1871, 100¼; do., 1880, 99¼; do., 1889, 100; Rhode Island 6s, 1882, 100; Vermont 6s, 100; Chicago 7s, 1880, 105; Bath 6s, 1891, 100; Boston 6s, 114; Albany 6s, 1870, (Western R. R.,) 101; Brooklyn 6s, 1891, Water Loan, 105¼; Boston Water Power Co., 32; Union S. S. Co., 137; Essex Co., 91; East Boston Co., 10⅛; Cary Imp. Co., 9⅛; Law-

rence Coal, 6¼; Gilberton Coal, 86; Short Mt. Coal, 36; Mammoth Vein Coal, 35½; Union Coal, 35; Franklin Coal, 65; Shawmut Bank, 100; Bank of Republic, 101; City Bank, 102¾; Merchants' Bank, 100½; Traders' Bank, 92; Blackstone Bank, 106¾; 2d National Bank, 115¼; Webster Bank, 100¾; Columbian Bank, 108½; Market Bank, 98½; Bank of Commerce, 101¼; Atlas Bank, 99½; Globe Bank, 126; City Bank, (Lynn) 100¾; 1st National Bank, 115; Cambridge City Bank, 100; Atlantic Bank, 96¾; Asiatic Bank, (Salem,) 29¼; Salem Bank, (Salem,) 67¼; New England Bank, 112; Acton Mining Co., 2; Aztec, 7; Albany and Boston, 25; Bay State, 25; Boston, 4½; Black River, 15c.; Brome, 1¾; Concord, 5½; Canada Lead, 2; Copper Falls, 26¾; Champlain, 15c.; Chandiere Gold, 1; Canada, 1¾; Canadian Gold, 50c.; Dana, 2½; Dudley, 4¼; Eagle River, 4½; French Creek, 75c.; Great Western, 3¼; Great Basin, Oil, 2⅛; Hanover, 3¾; Huron, 40; Humbolt, 9⅝; Hungarian, 2⅛; Hancock, 10½; Lenoxville, 50c.; Manhattan, 8; Madison, 3¾; Mesnard, 8¼; Native, 1½; New England, 1⅝; North Cliff, 5; Ottawa, 31c.; Pontiac, 4½; Phœnix, 20½; South Side, 3; Star, 8¼; Superior, 9¼; St. Clair, 9; Tremont, 2⅞; Toltec, 2⅝; West Minnesota, 2½; Winthrop, 4¾; Waterloo, 15c.

Baltimore.—Marietta and Cincinnati bonds, 97½; N. W. Va. R. R., 10; do., 3d mort., 29; Western Maryland bonds, 88; City Passenger R. R., 17¾; Maryland Mining Co., 0.70; Canton Co., 32; Silver Valley, 0.20; Atlantic Coal, 1.40; Am. Gas Coal, 2.20; Springfield, 1.60; Mineral Hill, 2.20; Md. Anthracite Coal, 40; Santa Clara, 25; Balt. Chrome, 1.65; Lake Chrome, 0.50; Bare Hill, 3.50; Union Bank, 71. The latest quotations are: Balt. and Ohio, 110@111; do., 6s, 1867, 101@102; do., 1875, 104½@105; do., 1880, 105@110½; do., 1885, 104¼@104½; Northern Central, 51@52½; do., bonds, 1885, 98@100; N. W. Va., 10@12; do., 1st mort., 110@111½; do., 2d mort., 101@105; do., 3d mort., 23@29; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@41; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryand 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112½; Baltimore 6s, 1870, 105@107½; do., 1873, 109@110; do., 1875, 109¾@110; do., 1886, 109½@109¾; do., 1890, 109½@110; do., coupon, 109@109½; do., 5s, 1838-'70, 90@97½; City Passenger R. R., 17½@18¼; Canton Co. 34½@38; Gardner, 0.70@0.75; Gas Coal, 2.10@2.25; Maryland, 0.70@0.75; North State, .15@.20; Springfield, 1.56@1.60; George's Creek, 105@110; Santa Clara, 23@25; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.55@1.70; Bare Hill, 3.25@3.50; Atlantic Coal, 1.40@1.45; Mineral Hill, 2.20@2.25; Baltimore Coal, 100.

☞ The Pottsville *Miners' Journal* publishes a call for a meeting of citizens in favor of the construction of a new railroad direct from the Schuylkill coal region to New York, under the charter of the New York and Middle Coal Field Railroad and Coal Company. The proposed road is to commence at Schuylkill Haven and occupy the route by Lizard Creek. The *Journal* says that capitalists are ready to furnish the money for its construction and equipment.

Atlantic and Great Western Railway Bonds.

We notice in the London papers by the last arrival, that the Atlantic and Great Western Railway Company have advertised a second issue of mortgage bonds to the extent of $4,000,000 to complete the Ohio division of the line. They are issued at 66 and carry 6 per cent. on the par value or 9½ on the rate of issue. They are secured by a mortgage on all the property of every kind belonging to the Ohio division of the railway, and the interest is payable in London at the fixed rate of 4s. sterling to the dollar. The Directors calculate the surplus of their receipts after paying interest and working expenses at $2,107,148, all of which is applicable to meet any loss in exchange. It is needless for us to say a word of commendation of the Atlantic and Great Western. It is a splendid work, one of the best in this country, and must every year be more and more profitable.

The Late Accident on the Harlem Railroad.

The examination into the causes of the late accident to the New Haven trains on the Harlem track, which has been going on before Coroner Ranney has been for the present postponed. The accident has now pretty clearly been traced to a defective rail, and the injury inflicted upon it by a train of eleven cars drawn by two heavy locomotives at high speed.

One fact has come to light which is worth noticing. The rail which caused the disaster was said to have been of the manufacture of the Phœnix Iron Works. But it now appears from the testimony of Mr. S. G. Reeves, of Philadelphia, the Vice President of the Phœnix Iron Company, that the broken rail *was not furnished by his company*, but was made from "English iron which is not as good as the more fibrous iron of Pennsylvania." So that it appears from this the Harlem Company do not use the best iron for their rails, nor know where their rails actually come from.

Three Rivers Railroad.

The Three Rivers Branch Railroad is being placed in repair by Hon. Ransom Gardner. The Jonesville *Independent* says the strap rail is to be continued for the present, ultimately to be replaced by rail now in general use. This will reconnect the thriving and spirited town of Three Rivers with the Michigan Southern road, and give the farmers the benefit of a market at that point, which has been about a year past closed to them.

The Pictou Railway.

The Pictou *Standard* says that the route of the Pictou Railway has been determined on. Mr. Fleming, the Chief Engineer, has recommended a a line from Truro to the deep waters of Pictou by the East River, which passes through the Albion Mines and New Glasgow. The *Standard* learns that the Government has decided to adopt his recommendation.

☞ The Perth Amboy and Woodbridge Railroad was put into operation about the middle of October. It is a branch of the New Jersey Railroad, joining the latter at Rahway, and running through the village of Woodbridge into the city of Perth Amboy, a distance of about eight miles. The propelling power now in use on the road is furnished by "dummy" engines, the trains generally consisting of one car besides that which contains the engine. The trip occupies about thirty minutes, and five trips are made daily.

Specific Performance of a Contract to Operate a Railroad.—Lease of Railroad or Franchises.—Consolidation of Railroads.

The case of the Port Clinton Railroad Company against The Cleveland and Toledo Railroad Company, was an action reserved in the district Court of Ottawa County, Ohio.

The following are the facts:

The Cleveland and Toledo Railroad Company was the product of a consolidation of the Toledo, Norwalk and Cleveland Railroad Company, and the Junction Railroad Company. This consolidation was effected on the 15th of July, 1853, by an agreement that day made, to take effect on the 1st day of September, 1853.

By the terms of the consolidation, the Toledo, Norwalk and Cleveland Company was to issue to its stockholders an amount of stock or bonds equal to one-half of the then amount of its capital stock, and with this addition the aggregate stock of the two companies was to become the stock of the Cleveland and Toledo Railroad Company. It appears to have been the object of each of the original companies, or of their promoters, to construct a through line of railroad between the cities of Cleveland and Toledo, one of which would pass through Norwalk, and the other through Sandusky. It may be inferred that to avoid the effect of rival routes, under different management, was an inducement to the consolidation. But the construction and running of the two lines were contemplated; and to insure this being done on the northern route through Sandusky, the following article was inserted in the agreement as consolidation: "The Cleveland and Toledo Railroad Company shall occupy and construct a line of railroad, extending from Sandusky, across Sandusky Bay, by Port Clinton, Perrysburg and Maumee City, to or near Swanton, assuming the railroad of the Port Clinton Railroad Company, and connecting with the railroad of the Northern Indiana Railroad Company at some convenient point near Swanton. It shall open and maintain a railroad connection between Sandusky and Toledo, upon the same gauge with the railroad between Sandusky and Cleveland, to be finished simultaneously with the opening of the road to Perrysburg." It was also agreed, that "the Cleveland and Toledo Railroad Company will establish and maintain workshops, both at Norwalk and Sandusky, sufficient for the ordinary repairs of machinery on the respective lines."

The Cleveland and Toledo Company thereupon proceeded to finish the projected road of the Port Clinton Company, and did for several years run a through line from Cleveland to Toledo, by way of Sandusky, as contemplated by the agreement of consolidation. Subsequently, in the year 1858, the directors of the Cleveland and Toledo Company ceased running a through line from Cleveland to Toledo, by way of Sandusky, and after for a short time running a train from Sandusky to Port Clinton, discontinued the use of the road constructed under the lease from the Port Clinton Company. From that time to the present, no trains have been run on that road; the rolling stock and other personal property connected with the use of the road have been removed, and no repairs of the road have been made.

The object of the petition filed by the Port Clinton Railroad Company is to obtain a specific

performance of the covenant, on the part of the Cleveland and Toledo Railroad Company, as to the road finished under the lease, to "operate and manage the same in such a manner as will not forfeit or endanger the franchises and corporate rights" of the Port Clinton Company.

Gholson, J.—The rights of the plaintiffs depend upon some general considerations, and to these our attention will be first directed.

The specific performance of a contract rests on the ground that the ordinary remedy for its breach will not afford adequate relief. In some cases this is so apparent that a specific performance is decreed as a matter of course. Such is the case of a contract for the conveyance of real estate. In such a case, if the party has not, by some act or omission, precluded himself from relief, he may be said to be entitled to it as a right. For although the Court is said to have a discretion in granting or refusing a specific performance, it is not an arbitrary discretion, but a discretion to be regulated by precedent and established practice. It would, however, be going too far to say that, in all cases where the ordinary legal remedy would not afford adequate relief, there is necessarily a right to specific performance. In the case of a contract for personal service, it may be that, on a refusal to perform the contract, an action for damages would not afford adequate relief, and yet it is clear that a Court of equity will not attempt to enforce specifically such a contract. Hamblin *vs.* Dinneford, 2 Edwards, 529; De Rinafinoli *vs.* Rossetts, 4 Paige, 264; *ex parte* Clark, 1 Blackf., 122; Stocker *vs.* Brocklbank, 5 Eng., L. and E., 67; 3 Mac. and C., 250.

We have now to consider the peculiar features of the case under consideration. We do not think the plaintiff can be regarded as representing any interest, except its own corporate rights. It was no party to the contract of consolidation, and must stand on the covenant in its lease. The covenant required the defendant to operate and manage the road described in the lease, "in such a manner as will not forfeit or endanger the franchises and corporate rights" of the plaintiff. The only proper object which the plaintiff can have, in asking our interposition is the probation of its franchises and corporate rights. These franchises and corporate rights it leased perpetually, reserving to itself no pecuniary consideration in the shape of rent, or otherwise, except in the payment of debts it might owe, (of the non-payment of which there is no complaint,) and no advantage to its stockholders, except the privilege or the payment of 95 cents on the dollar of the amount of their subscription, to receive the same dividends as the holders of a like amount of stock in the defendants' company. We do not see that the plaintiffs at the time of the lease regarded itself or its stockholders as holding anything of pecuniary value, in rights or franchises, or in work constructed on the road for really no consideration, moving to itself or its stockholders, was exacted. We cannot shut our eyes to the fact, transparent in the testimony, that the plaintiff itself, and the operations in its name were a device and means used by the Junction Company, to accomplish that object, which, under its own charter it had no power to attain—a direct route to Toledo. Looking behind the forms of the transactions, and this as a Court of equity, asked for extraordinary relief, we have a right to do, the rights and franchises and any property ostensibly in the name of the plaintiff, except the small amount of percentage paid by the stockholders, really belonged to the Junction Company, and were so treated in making the consolidation. Under the arrangement then made, the plaintiffs may still exist as a legal entity, but we do not think it has any such standing in Court, or any such interests to be protected, as will support its claim for relief.

The trustees of Portland township rely upon a contract for subscription of stock between them and the Junction Railroad Company to the rights and obligations under which contract the Cleveland and Toledo Railroad Company succeeded. This contract was made under the authority of an act of the legislature, passed January 22, 1851, providing, "That the counties, townships, cities and incorporated towns through which said railways may be located, are hereby authorized to subscribe to the stock of said railroad, in the manner and on the conditions hereinafter prescribed." The subsequent provisions have no reference to the terms of any contract of subscription which might be made but to the amount to be subscribed—the preliminary steps to invest the proper authorities with the power to subscribe, and the payment of the subscription. The contract of subscription and the force and effect of any terms it might contain, are to be determined upon the extent and meaning of the language, "authorized to subscribe to the stock of said railroad."

Now this contract was to be made between two bodies, acting under limited powers. The subject matter of the contract was a subscription of stock.

The consideration to be paid by a township would be the price of certain shares of stock, that to be furnished by the railroad company, the certificates of stock, including the right to vote as a stockholder and receive dividends. We are not prepared to say that in such a dealing between a township and a railroad company, acting through their proper officers, there may not be terms and conditions—that the transaction must necessarily be confined to the simple payment of money, or giving securities for its payment, on the one hand, and the delivery of certificates of stocks on the other. But we think that such terms and conditions cannot properly extend beyond the subject matter and the consideration.

It might be competent for the parties to provide, as is done in this case, that on the breach of any condition looking to the benefit of the township in the construction or operation of the road, the contract should be cancelled. So an obligation might, perhaps, be imposed as to the expenditure of money in a particular locality to be enforced as a trust by an injunction against its expenditure elsewhere, or as a condition involving its return if not used as stipulated. Conditions of this description only affect the subject matter of the contract and its consideration—the money paid and the stock received. But the question becomes entirely different when the making a subscription and paying money for stock is relied on as a consideration to sustain a contract, giving the township a claim to control the general conduct and discretion of the directors of the railroad company, in matters involving the pecuniary interests of the company and its stockholders to an amount far exceeding the subscription of the township. We do not think it was the intention of the legislature to authorize the township to obtain by its contract such a claim, or the directors of the company for the time being so to limit the power and discretion of future boards of directors.

The trustees of Portland township also occupy the position of stockholders. They were such in the Junction Company, and by the consolidation became such in the defendants' company. The inquiry, therefore, as to their right as stockholders to enforce the agreement of consolidation, may be supposed to arise. If the agreement of consolidation imposed a duty on the directors of the defendant to carry into effect its provisions, this duty, like that to pursue the provisions of the charter, might be owing to all the stockholders. If so, then a suit by one or more of the stockholders in behalf of themselves and the others, might be sustained to restrain acts on the part of the directors *extra vires*, on involving a fraudulent breach of trust. But we know of no case of such a suit to enforce an active duty within the power of the directors. "If a Court of equity were to assume jurisdiction in such a case, could it do so without opening its doors to all parties interested in corporations, or joint stock companies, or private partnerships, who, although a small minority of the body to which they belong, may wish to interfere with the conduct of the majority? This cannot be done; and the attempt to introduce such a remedy ought to be checked, for the benefit of the community." Lord *vs.* The Copper Mines' Co., 1 Hall & Twells, 85, 99.

In the case of stockholders in one of our railroad companies, the remedy must be sought in the election of a new board of directors.

There may be cases, however, where there were classes of stockholders, and a duty may be owing to one class. This might occur where there is preferred stock, and it might possibly happen, that in the consolidation of two companies, the stockholders of one might as a class, acquire rights distinct from the stockholders of the other. Whether this occurred in the present case—whether the stockholders of the Junction Company, as a class, acquired distinct rights, and can upon those rights found a claim for performance of any stipulation intended for their benefit, or failing in that for a rescission and a restitution to their original status we need not decide. The action of the trustees of Portland township does not proceed on such claim, and we have not the parties before us directly interested in its adjudication. Not only the class claiming distinct rights and the directors of the company, but the other class should be represented, and the difficulty of making them defendants on account of their number, which was suggested in an English case, appears to be obviated by our code, § 37, Mozley *vs.* Alston, 1 Phill., 790, 799.

Our attention was directed during the argument to a provision in the statute, authorizing the consolidation of these companies, passed January 20, 1850, conferring jurisdiction on the Supreme Court, to enforce by decree "any agreement of consolidation, or for leasing, or for other accommodations" made between the companies. A like provision is found in the general act of March 3, 1851, 1 S. & C., 275, note.

Waiving the inquiry whether there is now any Court succeeding the Supreme Court intended by those acts, capable of receiving such a grant of original jurisdiction, we do not suppose it was the intention of the legislature to authorize or require an exercise of jurisdiction not before recognized according to the principles of equity and the practice of courts, or which those principles and that practice would not properly permit. Indeed we do not understand that this is claimed by counsel.

We feel that we do not err in supposing that the two cases before us are really the presentation of the claim of those interested in the city of Sandusky and its vicinity, to compel a compliance with provisions in the agreement of consolidation intended for their benefit, and which they had a right to expect would be carried out in good faith by the directors of the consolidated company. Their claim commends itself to our sense of justice; and if they have been disappointed in their expectation, from a mere desire for greater profits or dividends, they have just ground for complaint. We have given the claim in the mode in which it is presented, a careful consideration, but acting as a Court in a defined course and according to established principles, we feel bound to come to the conclusion that we can afford no relief.

There will be a judgment for the defendant. All the judges concurred.

Sandusky, Dayton and Cincinnati (Late Mad River) Railroad Company.

The financial difficulties of this company arising from the conflicting claims of the holders of several classes of bonds and guaranteed securities have at length been settled in a manner satisfactory to all concerned. Articles of agreement to carry out the arrangement, were entered into on the 13th of November, 1863. The creditors consisted of five classes, viz:

First. The holders of the bonds of said Railroad Company, becoming due and payable on the first day of February, 1866, and secured by mortgage on the property of said company.

Second. The holders of the bonds of said Company, becoming due and payable on the first day of February 1875, and secured by mortgage on the property of said Company.

Third. The holders of the stock issued by the Sandusky City and Indiana Railroad Company, and guaranteed by the Mad River and Lake Erie Railroad Company.

Fourth. The holders of the bonds of the Springfield and Columbus Railroad Company secured by mortgage on the property of said Company, and guaranteed by the Mad River and Lake Erie Railroad Company.

Fifth. The common six per cent. bonds of the Sandusky, Dayton and Cincinnati Railroad Company, and also the holders of the bonds of the Mad River and Lake Erie Railroad Company, issued in payment of dividends.

The Sandusky, Dayton and Cincinnati Railroad Company, on its part agrees:

First. To pay promptly the coupons attached to the bonds of the Sandusky City and Indiana Railroad Company, secured by mortgage on the property of said Company, as said coupons shall become due, and also to discharge or provide for the principal of said bonds, when the same shall become due and payable by the terms thereof.

Second. To pay three per cent. semi-annually upon the bonds of the Mad River and Lake Erie Railroad Company, falling due on the first day of February, 1866, and secured by mortgage on the property of said Company, commencing said payment of interest on the first day of February, 1864, and concluding the same on the first day of February, 1900, which several sums of interest are to be represented by new coupons, to be issued by said Sandusky, Dayton and Cincinnati Railroad Company, maturing semi-annually from the first day of February, 1864, to the first day of February, 1900, inclusive. And when the principal of said bonds shall become due and payable, as by an extension of their term of payment until the first day of February, 1900, hereinafter provided, said Company hereby agrees to promptly pay and discharge the same.

Third. To pay ten thousand dollars per annum to a Sinking Fund, which fund is to be used each year for the redemption of the bonds of said Company, issued under the former title of the Mad River and Lake Erie Railroad Company, becoming due and payable originally on the first day of February, 1866, payment whereof has been extended to the first day of February, 1900, provided said bonds can be purchased at or below their par value. But if the price of said bonds shall be above their par value, then the bonds to be purchased or redeemed shall be designated by lot, and upon notice being given of such designation, said bonds shall be surrendered in numbers and amounts corresponding to said designation, and interest upon the same shall cease from the date of said notice; the payment of said bonds also creating a discharge of the coupons past due, and held in escrow under the terms of this agreement. It is also understood that the Sinking Fund herein mentioned shall be in charge of three Trustees, the President of said Sandusky, Dayton and Cincinnati Railroad Company *ex officio* constituting one of the number, and the remaining two designated by the holders of the bonds, viz: Israel M. Spelman, of Boston, and Theo. A. Neal, of Boston; and in case of the death, resignation, or inability to serve, of either of said Trustees, the two remaining ones shall have authority to appoint his successor.

Fourth. The said Sandusky, Dayton and Cincinnati Railroad Company, further agrees to pay three per cent. semi-annually upon four hundred and seventy-five thousand dollars in amount of the preferred stock of said Railroad Company, which is to be called and known as the six per cent. preferred stock, and into which are to be funded as hereinafter agreed, the following obligations and claims against said Company, at the rates specified and following, to wit:

First. The bonds of the Mad River and Lake Erie Railroad Company becoming due and payable on the first day of February, 1875, and secured by mortgage upon the property of said Company, at the rate of forty per cent. upon their par value.

Second. The stock issued by the Sandusky City and Indiana Railroad Company, guaranteed by the Mad River and Lake Erie Railroad Company, at the rate of ten per cent. upon its par value; the holders of said stock of said Sandusky City and Indiana Railroad Company also having the option until the first day of May, 1864, of exchanging their stock at its par value, for an equal number of shares of the stock of the Sandusky, Dayton and Cincinnati Railroad Company, at the par value thereof, in lieu of funding said stock in the preferred stock of said Company, as hereinbefore stated.

Third. The bonds of the Springfield and Columbus Railroad Company, secured by mortgage upon the property of said Company, and guaranteed by the Mad River and Lake Erie Company, at ten per cent. of their par value.

Fourth. The common six per cent. bonds of the Sandusky, Dayton and Cincinnati Railroad Company, and also the dividend bonds of the Mad River and Lake Erie Railroad Company, at the rate of ten per cent. upon their par value.

Fifth. All claims of S. Henshaw & Sons against the Mad River and Lake Erie Railroad Company, provided the same be allowed, to be fully satisfied by the issue of ten thousand dollars in amount of said preferred stock, and its delivery to the holders of said claims of said S. Henshaw & Sons.

It is hereby understood and agreed by the parties to this agreement, that all payments hereinbefore stipulated to be made by the said Sandusky, Dayton and Cincinnati Railroad Company, shall have precedence in the order therein mentioned; except that the payment of the principal, becoming due upon the bonds of the Sandusky City and Indiana Railroad, shall neither have precedence over nor in anywise affect the prompt and regular payments of interest represented by the coupons attached to the bonds of the Mad River and Lake Erie Railroad Company, originally falling due on the first day of February, 1866, and the payment of which is extended until the first day of February, 1900; nor shall such payment in any way interfere with the appropriation of ten thousand dollars per annum to the Sinking Fund, as hereinbefore provided.

Fifth. The said Sandusky, Dayton and Cincinnati Railroad Company further agrees, that upon default being made in any of the payments hereinbefore stipulated, and continuing for a period of ninety days, it will surrender its entire road, and property of every description, to the Trustees under the mortgage to secure the bonds of the Mad River and Lake Erie Railroad Company, payable in 1866, who shall have the right to take immediate possession of the same, and hold and manage the same, and to foreclose their said mortgage, to all which the said Sandusky, Dayton and Cincinnati Railroad Company shall make no opposition whatsoever; the holders of the said last named bonds to take precedence, both in their payment and in the control of the road and property, to be surdered to the Trustees representing said bonds. *Provided, nevertheless*, that if said default, in any of said payments, shall occur at any time within three years, from the first day of February, 1864, then an additional period of ninety days to that herein specified, shall be allowed for the surrender of said road and property to said Trustees; but said grace of ninety days additional shall not be extended to any default occurring after the expiration of said three years, from the first day of February, 1864.

The holders of the bonds of the Mad River and Lake Erie Railroad Company, secured by mortgage upon the property of the Mad River and Lake Erie Railroad Company, and becoming due and payable on the first day of February, 1866, agree as follows:

First. To extend the time of payment of the principal of said bonds from the first day of February, 1866, to the first day of February, 1900.

Second. To place in the hands of the President of the Revere Bank, of Boston *ex officio*, all the coupons of said bonds, becoming due and payable from the first day of February, 1860, to the first day of February, 1866, inclusive, and appointing him a Trustee upon the following trusts and conditions, to wit: That if the Sandusky, Dayton and Cincinnati Railroad Company shall well and truly make all the payments, and comply with all of the stipulations herein covenanted, with the holders of said bonds, and shall also make payment of the principal of said bonds, or any portion of the same, by the appropriation of said Sinking Fund, or at their maturity, on the first day of February, 1900, then, and in that case, said Trustee shall return said coupons, belonging to said bonds, that are paid, to said Railroad Company, as fully satisfied and discharged, after having cancelled the same: Otherwise, and in case default be made in said payments and stipulations, or either of them, as hereinbefore specified, the said Trustee shall return said coupons to the holders of said bonds, to be and remain in full force and effect, and of the same legal validity as if this agreement had not been made.

Third. The said holders of bonds further stipulate and agree to receive from the said Sandusky, Dayton and Cincinnati Railroad Company new sheets of coupons, each of which coupons shall represent three per cent. interest upon the principal of said bonds, payable semi-annually, from the first day of February, 1864, to the first day of February, 1900, inclusive.

The holders of the following bonds, and guaranteed securities against the said Railroad Company to wit: The holders of the bonds of the Mad River and Lake Erie Railroad Company, secured by mortgage upon the property of said Company, and becoming due and payable on the first day of February, 1875; the holders of the stock issued by the Sandusky City and Indiana Railroad Company, guaranteed by the Mad River and Lake Erie Railroad Company; the holders of the bonds of the Springfield and Columbus Railroad Company, guaranteed by the Mad River and Lake Erie Railroad Company; the holders of the common six per cent. bonds of the Sandusky, Dayton and Cincinnati Railroad Company, due in 1878; and also the holders of the outstanding dividend bonds of the Mad River and Lake Erie Railroad Company, hereby agree and stipulate as follows:

First. To receive, in lieu of their several bonds, certificates, coupons unpaid, and all claims for dividends and interest due, the six per cent. preferred stock of said Company, at the rates for each class of securities, hereinbefore specified, and in shares of fifty dollars each, as representing the amount of said preferred stock.

Second. To surrender said bonds, certificates, coupons unpaid, and claims for dividends and interest due, to the President of the Revere Bank of Boston, *ex officio*, as aforesaid, in trust, upon the following conditions and stipulations, to wit: That if the said Sandusky, Dayton and Cincinnati Railroad Company, shall well and promptly pay three per cent. semi-annually, upon the par value of said preferred stock, from the first day of May, 1864, to the first day of May, 1900 inclusive, then said Trustee shall surrender said bonds, certificates, coupons, claims for interest and dividends due, to said Company as fully discharged and cancelled: But if said Company shall fail to make such payments, as hereinbefore specified, then after the default, and the expiration of the time of grace from such default, the said Trustee shall return on demand to the holders of said preferred stock, all of said bonds, certificates, coupons, and claims for dividends or interest due, and the same shall have the same force and legal validity against said Company, as if this agreement had not been made.

It is further understood and agreed by the parties to this agreement, in case the said Revere Bank, of Boston, shall be discontinued, the President of the said Sandusky, Dayton and Cincinnati Railroad Company, and Israel M. Spelman and Theodore A. Neal Trustees of the Sinking Fund aforesaid, shall have power to appoint the President of some incorporated Bank, in the City of Boston, as a suitable and responsible successor to fulfill the duties of Trustee under the respective trusts hereinbefore mentioned; and the President of said Revere Bank, or his successor, shall receive the sum of one hundred dollars per annum as a compensation for the performance of the duties of said trusts, to be paid by said Sandusky, Dayton and Cincinnati Railroad Company.

It is further understood and agreed, by the parties hereto, that the said six per cent. preferred stock shall continue to be a six per cent. preferred stock, after the first day of May, 1900, and shall receive payments of interest at the same rates as before, the Trustees of the bonds, coupons, dividends, and other claims, to make surrender of the same, to be represented by said preferred stock. It is further stipulated and agreed by the parties hereto, that if the said Sandusky, Dayton and Cincinnati Railroad Company shall at any time, make a lease of its road-bed and property, the payments hereinbefore stipulated to be made shall be made by the said Lessees to the parties entitled to receive the same, under the provisions of this agreement, without the intervention of said Sandusky, Dayton and Cincinnati Railroad Company.

It is further agreed and stipulated by and between the parties to this agreement, that as long as said Sandusky, Dayton and Cincinnati Railroad Company shall well and truly make all the payments, and comply with all the conditions herein stipulated, and shall also maintain the road-bed, equipment of the road, and other property of said Company, in good and efficient order, then said Company shall be entitled to receive and enjoy, for its own use and benefit, all the surplus earnings of said road that shall remain after said payments have been made, as hereinbefore stipulated.

The agreement was duly executed by the President of the Company, O. Follett, under the authority given him by the Board of Directors 23d Sept. 1863.

☞ The exports of treasure from San Francisco from January 1 to September 30, amounted to $43,772,558
Corresponding period in 1863 33,595,052

Excess this year $10,177,506

☞ The Lynn and Boston Horse Railroad Company are having dummy engines built to run on their road from Lynn to Chelsea Ferry.

☞ The office of Comptroller has been created by the Erie Railway Board, and the Hon. Dudley S. Gregory, former Vice President of the company, elected to fill that office.

☞ The President has appointed Jesse L. Williams of Indiana, Charles T. Sherman of Ohio, George Ashmun of Massachusetts, Springer Harbaugh of Pennsylvania, and Timothy J. Carter of Illinois to be Directors on the part of the Government of the Union Pacific Railroad and Telegraph Company.

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WESTERN MASS. INSURANCE COMPANY,
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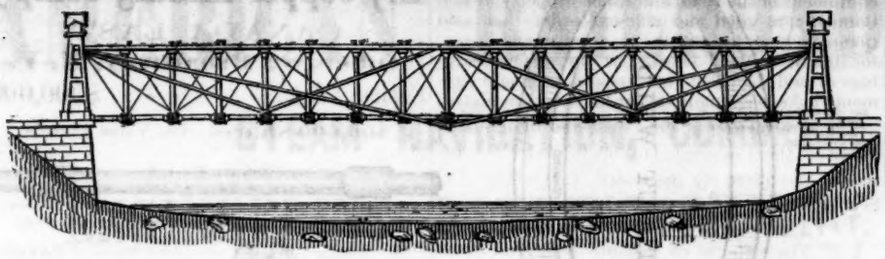

THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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MANHATTAN
FIRE-BRICK & CLAY RETORT WORKS.

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OPPOSITE MANHATTAN GAS WORKS.

Fire Brick and Tiles,

OF ALL SHAPES & SIZES.

Fire Mortar, Clay and Sand.

Articles of Every Description made to order, at the shortest notice.

OFFICE OF THE PITTSBURGH BRIDGE COMPANY,
No. 83 Water street, Pittsburgh, Pa.,
October 12th, 1864.

PLANS AND PROPOSALS are invited for both Wooden and Iron Bridge Superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge to be erected over the Monongahela river, from Pittsburgh Point to West Pittsburgh. The bridge will consist of eight spans 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot-ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight.

Plans and specifications of the masonry and superstructure may be seen at the office of the Company. Bids will be opened December 1st, 1864. The right to adopt either wood or iron superstructure, or to reject any or all of the bids or plans is reserved.

Endorse envelope "Proposals for Pittsburgh Bridge, ('wood') or ('iron')" and "Pittsburgh Bridge Masonry."

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HARLAN & HOLLINGSWORTH & CO.,

WILMINGTON, DELAWARE.

MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

PASSENGER CARS of the **finest finish**, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

DUNBAR'S PATENT ANTI-FRICTION STEAM

PISTON PACKING,

SAVES **5** TO **20** PER CENT. OF FUEL.

Applied to NEW and OLD Engines,

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MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

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BROWNE'S METALLIC WEATHER STRIPS, AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **644 Broadway, corner of Bleecker st.** Local Agents wanted everywhere.

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Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104 Wall st.**

The above CEMENT is used in most of the fortifications building by government.

IMPROVED LOW

Pressure Steam Warming

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Ventilating Apparatus.

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The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

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Green Houses, &c., &c.

☞ WARRANTED EFFICIENT, ECONOMICAL AND SAFE. ☜

Marine & Fire Insurance.

METROPOLITAN
INSURANCE CO.,

No. 108 BROADWBY, N. Y.

Cash Capital, - - - - - - $300,000
Assets, July 1, - - - - - - $708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive **75** Per Cent. of the net Profit, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.

SCRIP DIVIDEND declared Jan. 12, 1864.

THIRTY-FIVE PER CENT.

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Receive SUBSCRIPTIONS for the **7-30** and **10-40** NATIONAL LOANS, on the most favorable terms. The usual Commission allowed to Investors.

They will also attend the opening of the bids for the new 5-20 Loan, and solicit subscriptions to their list.

All descriptions of Government and other Securities bought and sold at market rates.

Five per cent. allowed on deposits, which may be drawn without previous notice. 4t-42

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THE NINTH NATIONAL BANK,

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Capital paid in ..... $1,000,000.

Fiscal agent for the United States, and Government Depository in the City of New York.

Has on hand the Popular 7 3-10 Notes, and allows ¼ per cent. to all subscribers.

Also 10 40 Bonds which are payable, principal and interest in Gold. Also converts the old 7-30s into 6s of 1881. Collects Certificates of Indebtedness. Buys and sells Quarter-Master's checks and gives every possible facility to parties wishing to transact financial business with Government. 3m-32

CAST STEEL.

MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE **"VICKERS" TYRES are in constant and extensive use on almost all** the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

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421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

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10 PINE STREET, NEW YORK,
SEPT. 20, 1864.

TO THE PUBLIC.—We invite your attention to a projected enterprise in the production of Petroleum now in process of organization. Several of our leading capitalists and business men have already interested themselves in it, and in the fullest manner endorse the value of the property, and vouch for its present enormous production. We are satisfied no project has been offered to the public which offers so large immediate returns on the investment with a prospective increase almost incalculable. To all who, in these troublous times, are in doubt what species of investment are safe in any contingency and reliable as dividend paying, this enterprise is in the strongest manner commended. Full information in regard to the matter will be cheerfully furnished, and of the parties already interested on application to us.

WED. W. CLARKE & CO.

SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

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This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HERARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

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SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

Sanford's CHALLENGE HEATERS

SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS,

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,

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The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a cheerful, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

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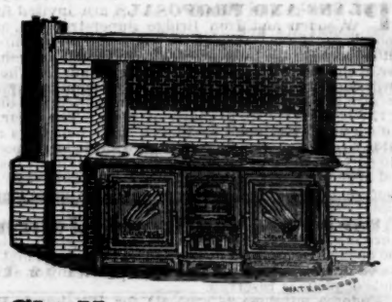

Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

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